

9.3 NO. 17-19 (LOTS: 33 & 51, D/P: 1554 & 72073) BRISBANE STREET, PERTH - PROPOSED ALTERATIONS AND ADDITIONS TO SERVICE STATION

Ward: South

- Attachments:
1. Consultation and Location Map
 2. Development Plans
 3. Applicant's Urban Design Study
 4. Transport Impact Statement
 5. Acoustic Report
 6. Anti-Social Behaviour Management Plan
 7. Land Use Context Map
 8. Advertised Plans (Superseded)
 9. Summary of Submissions - Administration's Response
 10. Summary of Submissions - Applicant's Response
 11. Determination Advice Notes

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the application for Alterations and Additions to Service Station at Nos. 17-19 (Lots: 33 & 51; D/P: 1554 & 72073) Brisbane Street, Perth, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 11:

1. Development Plans

This approval is for Alterations and Additions to Service Station as shown on the approved plans dated 17 May 2021 and 8 October 2021. No other development forms part of this approval;

2. Use of Premises

This approval is for a Service Station as defined in the City of Vincent Local Planning Scheme No. 2:

***Service Station** means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for – (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles;*

3. Building Design

- 3.1 Doors, windows and adjacent floor areas fronting Brisbane Street shall maintain an active and interactive relationship with this street. Ground floor glazing and/or tinting shall be a minimum of 70 percent visually permeable to provide unobscured visibility. Darkened obscured, mirrored or tinted glass or other similar materials as considered by the City is prohibited; and
- 3.2 All external fixtures, such as television antennas (of a non-standard type), radio and other antennae, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive;
- 3.3 The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City; and

- 3.4 A non-sacrificial anti graffiti coating shall be applied to the external surfaces of the development prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City;

4. **Boundary Walls**

The surface finish of boundary walls facing an adjoining property shall be of a good and clean condition, prior to the occupation or use of the development, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City;

5. **Landscaping**

- 5.1 A detailed landscape and reticulation plan for the development site and adjoining road verge shall be lodged with and approved by the City prior to issue of a Building Permit. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of a minimum of 5.3 percent deep soil and planting areas as defined by the City's Policy No. 7.1.1 – Built Form;
- The provision of a minimum of nine trees contributing towards canopy coverage within the deep soil areas and planting strips provided along Brisbane Street and its intersection with Pier Street, with a minimum of 4.3 percent of the northern car park bays provided with canopy coverage. The tree species are to be in accordance with the City's recommended tree species list;
- The provision of a planting area and two 100 litre broad leaf paperbark trees to the east of the site along Pier Street in the cross-hatched bitumen area located to the north of the two existing on-street car bays indicated on the approved development plans; and

- 5.2 Prior to the occupation or use of the development, all works shown in the plans as identified in Condition 5.1 shall be undertaken in accordance with the approved plans and maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers. The installation of the planting area and trees in the verge shall be undertaken in consultation with the City's Parks and Engineering teams;

6. **Car Parking, Access and Bicycle Facilities**

- 6.1 Prior to the occupation or use of the development, five car parking bays and related access ways as shown on the approved plans shall be constructed and thereafter maintained in accordance with Australian Standard AS2890.1;
- 6.2 All driveways, car parking and manoeuvring area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner/occupier to the satisfaction of the City; and
- 6.3 Prior to the occupation or use of the development, a minimum of two short-term bicycle parking bays and one long-term bicycle parking bay shall be provided on site. The design and construction of the bike bays shall be in accordance with Australian Standards AS2890.3 : 2015 Parking Facilities Part 3: Bicycle Parking;

7. **Signage**

- 7.1 All signage is to be in strict accordance with the City's Policy No. 7.5.2 – Signs and Advertising, unless further development approval is obtained;

- 7.2 Illuminated signage shall:

- 7.2.1 Not cause a nuisance, by way of light spillage, to abutting sites;

- 7.2.2 Not comprise flashing, intermittent or running lights, or images that change more than once in any five minute period;
- 7.2.3 Not interfere with or be likely to be confused with, traffic control signals; and
- 7.2.4 Not exceed 300cd/m² (candela per square metre) between sunset and sunrise;
- 7.3 All signage shall be kept in a good state of repair, safe, non-climbable, and free from graffiti for the duration of its display on-site; and
- 7.4 The signage shall not include third-party advertising or advertise products or services which are not available on the site;

8. Acoustic Report

All of the recommended measures included in the approved Acoustic Report (Reverberate Consulting, 11 May 2021) shall be implemented as part of the development, to the satisfaction of the City prior to the use or occupation of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

9. Anti-Social Behaviour Management Plan

- 9.1 The development shall operate in accordance with the approved 'Management Plan – Anti-Social Behaviour' dated August 2021 at all times, to the satisfaction of the City. All of the recommended measures included shall be implemented as part of the development, to the satisfaction of the City prior to the use or occupation of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers; and
- 9.2 The Anti-Social Behaviour Management Plan is to be reviewed to the satisfaction of the City:
 - 9.2.1 every 24 months or as improvements are identified by the operator or the City; and
 - 9.2.2 within 30 days of a change of the Service Station operator;
- 9.3 The purpose of the review as set out in condition 9.2 above is to consider whether any additional and/or updated measures are required in response to the presence of or potential risk of anti-social behaviour at or around the Service Station as identified through any issues or complaints received by the City or in the incident register maintained by the operator; and
- 9.4 Any changes identified during a review as set out in condition 9.2 and 9.3 above are to be incorporated into an updated Anti-Social Behaviour Management Plan, and approved by the City. The development shall operate in accordance with the Anti-Social Behaviour Management Plan as amended from time to time to the satisfaction of the City;

10. Waste and Servicing Management

Prior to the issue of a building permit, a Waste and Servicing Management Plan shall be submitted to and approved by the City. The plan must include the following details to the satisfaction and specification of the City of Vincent:

- The location of bin storage areas and bin collection areas;
- The number, volume and type of bins, and the type of waste to be placed in the bins;
- Details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas;
- Frequency of bin collections;
- Size of vehicles to be used for the purposes of general deliveries, rubbish collection and fuel deliveries; and

- Timing of deliveries and rubbish collection, including that fuel and other deliveries to the service station shall only occur between 7:00am and 7:00pm on Monday to Saturday;

The Waste and Servicing Management Plan must be implemented at all times to the satisfaction of the City; and

11. Stormwater

11.1 Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve; and

11.2 Prior to the issue of a building permit, a geotechnical report prepared by a qualified consultant shall be submitted to and approved by the City. This report is to demonstrate if on-site retention of stormwater is possible, or if connection to the City's drainage system is required. All stormwater produced on the subject land shall be retained on site, or connected to the City's drainage system at the expense of the applicant/landowner, in accordance with the recommendations of the approved geotechnical report, to the satisfaction of the City.

PURPOSE OF REPORT:

To consider an application for development approval for alterations and additions to an existing service station at Nos. 17-19 Brisbane Street, Perth (subject site).

PROPOSAL:

The application proposes to upgrade and modify the building and operations of the existing service station that has previously been approved at the subject site. The application proposes the following:

- Retaining the existing building with removal of the mechanical workshop component and expansion in the size of the store component;
- Replacing the existing canopy with a new smaller canopy in a butterfly design. There would be the same number of fuel bowsers and the four refuelling positions would be maintained;
- Installing new fuel tanks and fuel lines;
- Replacing the existing fuel price sign with a new 6.0 metre high monolith fuel price sign at the corner of Brisbane Street and Pier Street;
- Retaining the existing vehicle access points with modifications to car parking bays and landscaping within the lot;
- Upgrading the existing building facades, including new colours, materials and signage; and
- Operating the service station 24 hours, 7 days a week (24/7). The service station was previously operated by Liberty and had operating hours of 7am to 6pm Monday to Friday, 7am to 1pm on Saturday and was closed on Sunday.

The changes proposed to the existing service station are associated with a new operator of the site.

The proposed development plans are included as **Attachment 2**.

The applicant's supporting documentation, including an urban design study, transport impact statement (TIS), acoustic report and anti-social behaviour management plan are included as **Attachments 3, 4, 5 and 6** respectively.

BACKGROUND:

Landowner:	OTR 333 Pty Ltd
Applicant:	Peter Webb & Associates
Date of Application:	17 May 2021
Zoning:	MRS: Urban LPS2: Zone: Mixed Use R Code: R80

Built Form Area:	Mixed Use
Existing Land Use:	Service Station and Ancillary Mechanical Workshop / Lube Bay
Proposed Use Class:	Service Station
Lot Area:	698m ²
Right of Way (ROW):	No
Heritage List:	No

Site Context and Zoning

The subject site is bound by Brisbane Street to the north, Pier Street to the east and commercial properties to the west and south. A location plan is included as **Attachment 1**.

The subject site is located at the corner of Brisbane Street and Pier Street. The existing building, containing the store and mechanical workshop, is located on the southern side of the site. A hardstand area for vehicle parking and access is located to the north of this building along Brisbane Street and Pier Street. There are two vehicle crossovers which provide access to the site from Brisbane Street and from Pier Street.

The subject site and adjoining properties to the north, west and south are zoned Mixed Use R80 under the City's Local Planning Scheme No. 2 (LPS2). They are also within the Mixed Use built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy).

HBF Park is located adjacent to the east and is reserved Parks and Recreation under the Metropolitan Region Scheme. HBF Park (Perth Oval) is a heritage-listed place which is included on the State Register and the City's Municipal Heritage Inventory as a Management Category A place.

The subject site was previously within the City of Perth municipal area and was zoned General Commercial C3 under the City of Perth's City Planning Scheme gazetted in 1985. In 1994 the Town of Vincent was created, and the City Planning Scheme was repealed when Town Planning Scheme No.1 was gazetted in 1998. TPS1 was repealed when LPS2 was gazetted in 2018.

The surrounding development context of the site generally consists of single and two storey residential and commercial development. Residential development is concentrated to the north along Bulwer Street and to the south-west along Lacey Street, while commercial development is concentrated along Brisbane Street and Stirling Street to the west, and Pier Street to the south. Of the immediately adjoining properties:

- Nos. 329-337 Pier Street to the south are used for commercial purposes, including offices and consultancies. No. 337 Pier Street previously included a residential use but this has recently ceased;
- Nos. 30-32 Lacey Street to the south-west are used for residential purposes;
- Nos. 23-25 Brisbane Street to the west are used for commercial purposes, including offices and consultancies;
- Nos. 24-28 Brisbane Street to the north located adjacent to the site are used for commercial purposes, including offices and consultancies; and
- No. 18 Brisbane Street to the north located adjacent to the site is a mixed use development with commercial tenancies on the ground floor, including a shop and office, and residential apartments above.

These properties are shown on the land use context map included in **Attachment 7**.

Approval History

On 15 September 1986 the City of Perth issued a planning approval for a service station with ancillary mechanical workshop / lube bay at the subject site.

The proposal included a service station and workshop with a total area of 200 square metres, which included spaces for the workshop, an office, a small shop and associated storage. Four on-site car parking bays were provided with vehicle access provided from Pier Street and Brisbane Street.

The planning approval was subject to one condition relating to a landscape plan being submitted. No operating hours were specified for the development and there was not a condition of approval restricting operating hours.

A service station has operated at the subject site since this approval until present. The service station was previously operated by Liberty and had operating hours of 7am to 6pm Monday to Friday, 7am to 1pm on Saturday and was closed on Sunday.

Site Contamination Status

The Department of Water and Environmental Regulation (DWER) notified the City of a potential contamination issue at the subject site on 21 June 2021 and visited the affected premises at No. 333 Pier Street on 24 June 2021.

The issue was described as a 'gas/chemical odour' that could be smelt inside of the property but not outside. The City sought the assistance of DWER, the Department of Health (DoH), and the Department of Mines, Industry Regulation and Safety (DMIRS) to assist in investigating the issue. DWER are leading the investigation and are the responsible authority for all correspondence and government actions.

It has since been determined by DWER that the odour was caused by a leak originating from the existing service station. This has contaminated the soil and groundwater to the south-west of the subject site.

Currently the properties at Nos. 331-333 and Nos. 335-337 Pier Street have been confirmed to be affected and contain high levels of benzene gas inside. Due to this the occupants of the residential use at No. 337 Pier Street vacated the property on 18 August 2021. As the other properties are either vacant or used for commercial purposes they were not required to be vacated.

A soil vapour extraction system was installed at the existing service station on 27 August 2021 and has succeeded in lowering the gas levels inside the properties to safe levels. Further monitoring by DWER is being conducted to assess the extent of the soil/groundwater contamination, and remediation works are due to be completed in the coming months by the landowner.

DWER has officially classified the subject site as 'Contaminated, remediation required' under the *Contaminated Sites Act 2003*, while the affected properties have been classified as 'Possibly contaminated – investigation required'. DWER is currently liaising with the landowner on further monitoring/remediation works and timelines for these to be completed. The subject site has been considered high priority by the DWER and a remediation action plan has been requested from the landowner by April 2022. It is expected that remediation works will begin before then.

The contamination status and ongoing remediation of the subject site will be dealt with by DWER under the *Contaminated Sites Act 2003*. This is separate to Council's consideration of the subject planning application under the *Planning and Development Act 2005*.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City's LPS2, Built Form Policy, Policy No. 7.5.2 – Signs and Advertising (Signage Policy), Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy), Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties (Heritage Policy) and Policy No. 7.7.1 Non-Residential Development Parking Requirements (Parking Policy). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Building Height	✓	
Street Setback	✓	
Side and Rear Setbacks	✓	
Orientation	✓	
Landscaping		✓
Visual Privacy	✓	
Public Domain Interface	✓	
Pedestrian Access and Entries	✓	

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Vehicle Access	✓	
Car and Bicycle Parking		✓
Managing the Impact of Noise	✓	
Universal Design	✓	
Façade Design		✓
Roof Design	✓	
Adaptive Reuse	✓	
Environmentally Sustainable Design		✓
Water Management and Conservation	✓	
Waste Management	✓	
Utilities	✓	
Signage		✓
Guidelines for Development Adjacent to Heritage Listed Places	✓	

Detailed Assessment

The deemed-to-comply assessment of the elements that require the discretion of Council is as follows:

Landscaping	
Deemed-to-Comply Standard	Proposal
<p>Built Form Policy Volume 3 Clauses 1.5 and 1.10</p> <p>12% of the site area as deep soil zones and 3% as planting areas.</p> <p>Open air car parks shall have a minimum of 60% canopy coverage at maturity.</p> <p>Open air car parks shall be landscaped at a minimum rate of one tree per four car bays.</p> <p>The perimeter of all open-air car parking areas to be landscaped by a planting strip with a minimum dimension of 1.5m.</p>	<p>5.3% (36.8m²) of the site area as deep soil zones and planting areas.</p> <p>The northern car parking bays would have 4.3% canopy coverage. The western car parking bays would have no canopy coverage.</p> <p>The northern car parking bays would have one tree per bay. The western bays would have no trees.</p> <p>The northern car parking bays would have a planting strip with a dimension of 0.5m. The western bays would have no planting strip.</p>
Car and Bicycle Parking	
Deemed-to-Comply Standard	Proposal
<p>Built Form Policy Volume 3 Clause 1.10 and Parking Policy</p> <p>There is no specified car or bicycle parking standard for a Service Station land use. This is to be determined on a site specific parking management plan.</p>	<p>A transport impact statement has been provided.</p> <p><u>Car Parking</u> 5 bays provided.</p> <p><u>Bicycle Parking</u> 2 short term bays provided.</p>
Façade Design	
Deemed-to-Comply Standard	Proposal
<p>Built Form Policy Volume 3 Clause 1.13</p> <p>Commercial building facades visible from the public realm shall minimise use of shallow framing systems and thin wall/glazing systems.</p>	<p>Shallow framing and thin wall/glazing systems are used in the Brisbane Street façade, with window depths varying from approximately 50mm to 150mm.</p>

Doorways shall have a depth between 500mm and 1.5m to clearly articulate entrances to commercial buildings and tenancies.	The doorway is made up of glass sliding doors which sit in line with the remainder of the building façade to the Brisbane Street façade and are not recessed behind it.
Windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 300mm.	The depth standard is not provided to these features in the building façade to Brisbane Street, with window depths varying from approximately 50mm to 150mm.
Environmentally Sustainable Design	
Deemed-to-Comply Standard	Proposal
<p>Built Form Policy Volume 3 Clause 1.17</p> <p>Development achieves one of the environmental performance standards shown below, or their equivalent:</p> <ul style="list-style-type: none"> • Green Star Rating; • Life Cycle Assessment; or • Sustainability of Construction Works – Assessment of Environment Performance of Buildings. 	No report has been provided to demonstrate that the development will achieve one of the standards specified.
Signage	
Deemed-to-Comply Standard	Proposal
<p>Signage Policy</p> <p><u>Standards Commons to All Signs</u> Illuminated signage to have a minimum clearance of 2.75m from finished ground level.</p> <p>The total signage area is not to exceed 10% of the total area of the building wall.</p> <p><u>Monolith Sign Standards</u> A monolith sign is not to exceed 6 metres in height or 2m in width.</p> <p>No more than two monolith signs are permitted on a corner lot.</p> <p>No more than one freestanding sign is permitted on a lot.</p> <p><u>Wall Sign Standards</u> No more than two wall signs are permitted on any one wall.</p> <p>The total wall signage area is not to exceed 10% of the total area of the building wall.</p>	<p>The sign numbers are listed on elevation plans included as Attachment 2.</p> <p>Sign 5 (monolith sign) has a clearance of 0.7m, Sign 6 (wall sign) has a clearance of 1.2m and Sign 9 (monolith sign) has a clearance of 0.3m.</p> <p>The total signage area on the building facade to Brisbane Street is 12.9% (16.1m²) of the building wall.</p> <p>Sign 9 (monolith sign) would have a height of 6.0m and a width of 2.3m.</p> <p>Three freestanding monolith signs are proposed, being Sign 4 (non-illuminated placard), Sign 5 (digital panel) and Sign 9 (corner fuel price sign).</p> <p>Three wall signs are proposed on the building façade to Brisbane Street, being Sign 1 (logo/slogan lettering), Sign 2 (coffee cup) and Sign 6 (LED panel).</p> <p>The total wall signage area on the building façade to Brisbane Street is 11.4% (14.3m²) of the building wall.</p>

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015* for a period of 21 days from 15 July 2021 to 4 August 2021. The method of consultation included notice on the City's website, 36 letters mailed to all owners and occupiers of the properties adjoining the subject site, as shown in **Attachment 1**, a sign on-site, and notice in the Eastern

Reporter newspaper in accordance with the City's (then) Policy No. 4.1.5 – Community Consultation.

At the conclusion of the consultation period a total of 15 submissions were received, all of which objected to the proposal. The submissions raised the following concerns:

- Increased noise from the operations of the service station and this occurring 24/7;
- Increased anti-social behaviour in the area and associated impacts of noise, litter, property damage and safety. The lack of a management strategy to address this issue;
- The area is already adequately serviced by similar service stations, convenience stores and supermarkets. A 24/7 service station and convenience store is unnecessary in this location;
- Impacts of increased traffic and demand for car parking, and associated impacts of noise, safety and less parking availability on neighbouring streets;
- Lack of bicycle parking;
- The extent of signage and illumination is excessive. This as well as the contemporary design of the building would adversely impact the streetscape and does not respect the surrounding context;
- The 7 metre height of the monolith sign is inappropriate, would block views and detract from the surrounding area;
- Increased light pollution from the illuminated signage and car lights associated with the 24/7 operations;
- Lack of landscaping and trees proposed;
- The proposal would detract from the adjacent heritage-listed HBF Park and Perth Oval entry gates;
- Impacts on privacy of neighbouring residences;
- Increased pollution and litter in the area. Impacts of odour and fumes associated with the service station; and
- Lack of features of environmentally sustainable design incorporated.

A copy of the plans that were advertised during community consultation are included in **Attachment 8**.

The applicant submitted amended plans and additional information to address the departures from the Built Form Policy standards and the concerns raised during the community consultation period. These are summarised as follows;

- An anti-social behaviour management plan, included as **Attachment 6**;
- Additional information to address pollution, odour and noise impacts;
- Increased landscaping, including the addition of small trees adjacent to the car parking bays and monolith sign;
- The addition of a bicycle rack to accommodate two short-term bicycle bays;
- Reduction in height of the monolith fuel price sign from 7.0 metres to 6.0 metres; and
- Reduction in signage on the Pier Street façade, reduction in signage on the Brisbane Street façade which is illuminated and removal of the sign on the canopy.

A summary of the submissions received along with Administration's comments on each are provided in **Attachment 9**. The applicant also provided a written response to the submissions received, as provided in **Attachment 10**.

Department of Water and Environmental Regulation (DWER)

The proposal was referred to DWER for comments due to the contamination status of the subject site. DWER advised that it had no objection to the continued use of the subject site as a service station.

Given the risks associated with the likely disturbance of contaminated soil and the possibility of dewatering during construction, DWER recommended two advice notes for inclusion in any approval issued which are included in **Attachment 11**. These relate to the site being affected by acid sulfate soils and any development needing to follow DWER's acid sulfate soil guidelines, and to an appropriate management plan needing to be prepared to address potential exposure of soil and groundwater contamination during works to the satisfaction of DWER.

Department of Mines, Industry Regulation and Safety (DMIRS)

The proposal was referred to DMIRS for comments due to it involving the sale of fuel which is classified as a dangerous good under the Australian Dangerous Goods Code.

DMIRS recommended four advice notes for inclusion in any approval issued which are included in

Attachment 11. These relate to any new underground fuel tanks meeting the requirements of the *Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007*. They also relate to any decommissioning works and the removal of the existing underground fuel tanks receiving the relevant permits, satisfying the relevant Australian Standards and being carried out by qualified and experienced specialists.

DMIRS had no objection to the proposal provided these requirements are satisfied.

Heritage Council

The proposal was referred to the Heritage Council for comments due to its proximity to the State Registered Place known as Perth Oval.

The Heritage Council considered the proposal in the context of the identified cultural heritage significance of Perth Oval. The Heritage Council stated that it is a significant place that as a whole, and the entry gates building in particular, characterises a way of life and activity that is highly valued by the community.

The Heritage Council concluded their comments by confirming that the proposal would not impact on the identified cultural heritage significance of Perth Oval.

Design Review Panel (DRP):

Referred to DRP: Yes

The proposal was referred to the Chair of the City's DRP for comments. The development plans referred are included in **Attachment 8**. The following key comments were provided by the DRP Chair:

- The applicant has considered the surrounding precinct and visibility of this site from both site planning and aesthetic points of view;
- The language of the building, detail, colours and materials is in keeping with the convenience store function and is acceptable. It is transparent and the space planning is logical and functional;
- The building and the canopy have opened up the corner site and created a forecourt for drive through, pick up and go, and visitation by pedestrians;
- The building requires visibility and transparency so the level of landscaping proposed is in keeping with its location and its function, and is appropriate;
- The site planning addresses the corner and drive through nature of the use. The transparent façade addresses the corner site;
- The departures from the Built Form Policy standards are appropriate and the policy is adhered to with regards to the various elements of the building;
- The level of signage is appropriate and addresses the 180 degree nature of the site; and
- The proposed façade uses a contemporary language of a convenience store facility and would not detract from the oval entry gates of HBF Park.

The applicant made changes to the plans after the comments made by the DRP Chair were received. These changes are outlined in the Consultation/Advertising section of this report and the updated plans are included as **Attachment 2**.

These changes did not require referral to the DRP Chair. This is because the changes sought to reduce departures from the policy framework and to address concerns raised during community consultation, and do not affect the overall site planning, façade design or built form of the proposal.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- Community and Stakeholder Engagement Policy;
- Policy No. 7.1.1 – Built Form;
- Policy No. 7.5.2 – Signs and Advertising;
- Policy No. 7.5.21 – Sound Attenuation;
- Policy No. 7.6.1 – Heritage Management – Development Guidelines for Heritage and Adjacent Properties;

- Policy No. 7.7.1 – Non-Residential Development Parking Requirements;
- Western Australian Planning Commission Transport Impact Assessment Guidelines for Developments;
- Western Australian Planning Commission State Planning Policy 4.1 – State Industrial Buffer; and
- Environmental Protection Authority Guidance Statement No. 3 – Separation Distances between Industrial and Sensitive Land Uses.

Planning and Development Act 2005

In accordance with Schedule 2, Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

State Planning Policy 4.1 – State Industrial Buffer (SPP 4.1) and Environmental Protection Authority Guidance Statement No. 3 – Separation Distances between Industrial and Sensitive Land Uses (EPA Guidance Statement)

Clause 67(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Planning Regulations) sets out that the local government in considering an application for development approval is to have due regard to a set of matters to the extent that, in the opinion of the local government, those matters are relevant to the development subject of the application. This includes Clause 67(c), any approved State planning policy.

The purpose of SPP 4.1 is to provide a consistent State wide approach to define and secure buffer areas to protect industry, infrastructure and special uses from the encroachment of incompatible uses, and to provide for the safety and amenity of these incompatible uses. It sets out that off-site buffer areas are to be defined for industry, infrastructure and special uses to comply with accepted environmental criteria on the advice of the Environmental Protection Authority (EPA).

The EPA Guidance Statement provides further guidance on the implementation of SPP 4.1, recommending generic buffer distances intended to mitigate impacts of industrial developments on sensitive land uses and to avoid conflicts between these land uses. It sets out that these generic buffer distances apply where a new industrial land use is proposed near existing or proposed sensitive development, or sensitive development is proposed near an existing or proposed industry.

A service station is classified as an industrial land use under the EPA Guidance Statement, but the application is for the upgrade of and additions to an existing service station. The proposal is not for a new industrial land uses or for a new sensitive development. For this reason SPP 4.1 and the EPA Guidance Statement are not relevant to the proposal and in the determination of the application.

Delegation to Determine Applications:

This matter is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because the delegation does not extend to applications for development approval that received more than five objections during the City's community consultation period.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

The subject site's classification as 'Contaminated, remediation required' is not a risk to Council and the City's business function in Council exercising its discretion to determine the application. The contamination status and ongoing remediation of the subject site will be dealt with by DWER under the *Contaminated Sites Act 2003*. This is separate to Council's consideration of the application under the *Planning and Development Act 2005*.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

The City has assessed the application against the environmentally sustainable design provisions of the City's Built Form Policy. These provisions are informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024, which requires new developments to demonstrate best practice in respect to reductions in energy, water and waste and improving urban greening.

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

Reduced exposure to environmental health risks

Mitigate the impact of public health emergencies

Reduced injuries and a safer community

This is outlined in the Environmental Considerations section below.

FINANCIAL/BUDGET IMPLICATIONS:

There are no finance or budget implications of this report.

COMMENTS:Land Use and Previous Approval

In 1986 the City of Perth approved a service station with ancillary mechanical workshop/lube bay at the subject site under the City Planning Scheme. This approval included a store as part of the service station. It did not include any specified operating hours or restrictions on these hours as part of the terms of approval.

The City Planning Scheme defined a Service Station land use as follows:

"Service station" means any land or building use for:

- a) the supply of petroleum products and auto-motive accessories; or*
- b) those purposes and the provision of lubrication and greasing services, tyre repairs and minor mechanical repairs.*

This previous approval and definition establishes that the subject site has existing land use rights for a service station. This includes the fuel bowsers and a store which supplies petroleum products and auto-motive accessories. It also establishes that there is no restriction on the operating hours for the service station.

The City Planning Scheme has since been repealed and the subject site is now within the jurisdiction of the City of Vincent. A service station is now defined under LPS2 as follows:

Service station means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for:

- a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or*
- b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles;*

The service station definition has changed under LPS2 and permits service station store to sell goods of a convenience nature alongside petroleum products and motor vehicle accessories.

Under the existing approval, the service station building had a total floor area of 256 square metres, of which 34 square metres was set aside for a store and office, with the remaining 222 square metres set aside for the mechanical workshop.

Under the proposal, the service station would continue to have four fuel bowsers but would change by removing the mechanical workshop component of the use and increasing the size of the store component. The existing building would be retained and modified to have a reduced total floor area of 234 square metres. This space would be wholly set aside for use as a store, with no mechanical workshop component. The store would sell petroleum products, motor vehicle accessories and goods of a convenience nature.

The components of the proposal that would remain the same as the existing use approval is the subject site would continue to be used as a service station, which includes fuel bowsers and a store for the sale of petroleum products and motor vehicle accessories. The site has existing use rights for these components due to the existing approval. The existing approval did not include any specified operating hours or restrictions on hours, allowing these activities to occur 24/7 as attached to the existing use rights.

The components of the proposal that would be a change from the existing use approval is the store would be increasing in size and would sell goods of a convenience nature. These changes do not require the land use to be reassessed for the following reasons:

- The store is a component of and part of the existing service station use;
- Although the store component would increase in size, the mechanical workshop component would be removed. The total building floor area used for activities permitted under the definition of a service station would decrease in comparison to the previous approval; and
- The definition of a service station under LPS2 permits the sale of goods of a convenience nature to occur alongside the sale of petroleum products and motor vehicle accessories. The addition of the sale of these goods alongside other products and accessories does not fundamentally change how the store would operate.

Land Use and Operating Hours

For the reasons above the land use of the proposal is not subject to Council's discretion in determining the application, as it is consistent with the service station definition under LPS2 and the existing approval.

Council is only considering this application as proposed alterations and additions (works) to the service station. In exercising its discretion in determining this application, Council is required to consider the appropriateness of the proposed works against relevant matters contained in the planning framework. This includes standards prescribed in the City's local planning policies; the extent of off-site amenity impacts associated with lighting, traffic, noise and environmental considerations; and relevant matters raised during community consultation including anti-social behaviour and heritage impacts.

Under the previous approval there are no restrictions on operating hours, and a service station could operate 24 hours under this without needing further approval. Notwithstanding, the operating hours are relevant to Council's consideration of the extent of off-site amenity impacts resulting from the proposed works, including lighting, traffic and noise.

Administration's comments in respect to each of the relevant matters outlined above is provided below. Restrictions on operating hours in relation to off-site amenity impacts are not recommended for these reasons.

Landscaping

The Built Form Policy acceptable outcomes set out that the development is to provide at least 12 percent of the site area as deep soil zones and 3 percent as planting areas. The application proposes 5.3 percent of the site area as deep soil zones and planting areas.

The Built Form Policy acceptable outcomes also set out that open air car parks are to have a minimum of 60 percent canopy coverage at maturity, be landscaped at a minimum rate of one tree per four car bays and have the perimeter landscaped by a planting strip with a minimum dimension of 1.5 metres. The application proposes the northern car park area adjacent to Brisbane Street to have 4.3 percent canopy coverage, one tree per car bay and to have a planting strip with a minimum dimension of 0.5 metres. The application proposes the western car park area adjacent to the building to not have any canopy coverage, trees or planting strip.

The proposed landscaping would satisfy the element objectives of the Built Form Policy for the following reasons:

- The location of the landscaping in the north east corner of the site and along the Brisbane Street frontage would soften the appearance of the building, vehicle parking and manoeuvring areas, and the monolith fuel price sign at the corner of Brisbane Street and Pier Street as viewed from the street and adjacent properties on the opposite side of Brisbane Street;
- The application proposes nine small trees in the deep soil zones and planting strips along Brisbane Street and Pier Street. These would contribute towards increased urban air quality, tree and vegetation coverage and sense of open space between buildings. It would also ensure that an effective contribution can be made to the City's green canopy;
- The car park areas are appropriately landscaped with small trees and planting strips accommodated adjacent to the northern car park area. This would provide shading and would reduce the visual impact of parking areas on the street. The western car park area is located away from boundaries of the subject site and would be obscured from view of the adjoining property at No. 23 Brisbane Street by the 2.4 metre high masonry wall and bin refuse along the western boundary. Due to the space required for vehicle parking and manoeuvring as well as for access to the switchboard and meters, bin refuse and sales window in the Brisbane Street façade of the building, there is not an opportunity to accommodate meaningful landscaping in this area;
- The deep soil zones and planting areas provided meet the minimum dimensions of 1 metre specified in the acceptable outcomes in the Built Form Policy and include a large consolidated area at the corner of the site. This would ensure that there is sufficient area and depth to sustain healthy plant and tree growth;
- The application proposes an additional landscaped area which extends 1.1 metres beyond the site boundary into the public realm and footpath along Brisbane Street and adjacent to the northern car parking bays, with an area of 13.4 square metres. This would provide additional space for soft landscaping and tree growth. As this area is located outside of the site it is not included as deep soil zones and planting areas provided on site, but would be the equivalent of an additional 2.5 percent deep soil zones and planting areas.
- The application also proposes an additional landscaped area to the east of the subject site in the verge along Pier Street in the cross-hatched bitumen area located to the north of the two existing on-street car bays. This would provide a planting area for two additional trees and would have an area of 20.3 square metres, equivalent to an additional 2.9 percent deep soil zones and planting areas. This landscaping would soften the appearance of the development from Pier Street;
- The subject site is currently a service station and all open space between the existing building and the streets are hardstand area with no landscaping or trees. The proposed landscaping is a significant improvement over the existing site conditions and has been maximised within the constraints of the site. Opportunities to provide landscaping are limited due to the existing building having nil setbacks to the side and rear boundaries, and as the extent of hardstand areas are required to allow sufficient manoeuvring and parking space for cars and service vehicles entering, travelling through and exiting the site;
- The DRP Chair was supportive of the proposal prior to additional landscaping being incorporated, outlining that the building requires visibility and transparency so the level of landscaping proposed is in keeping with its location and its function, and is appropriate; and
- A condition has been recommended requiring submission of a landscaping plan to the City prior to issue of a building permit. This plan would be required to demonstrate the species type consistent with the City's recommended species list and the specific location of these trees to ensure that the number of trees shown are planted on-site and maintained thereafter. It would also be required to demonstrate the provision of a planting area and two 100 litre broad leaf paperbark trees to the east of the site along Pier Street in the cross-hatched bitumen area located to the north of the two existing on-street car bays, as shown on the development plans included in **Attachment 2**. The City's Parks and Engineering teams have reviewed this, advising that it would be acceptable subject to them being consulted in the installation of the planting area and trees.

Car and Bicycle Parking

The Built Form Policy acceptable outcomes requires car and bicycle parking to be provided in accordance with the Parking Policy. The Parking Policy does not include specified car parking or bicycle parking standards for a Service Station land use. The Parking Policy sets out that this is to be determined by the City based on a site specific parking management plan.

The proposal includes five car parking bays, with one of these being an ACROD bay. Three bays are located on the northern side of the site adjacent to Brisbane Street and two are located on the western side of the site adjacent to the building.

The proposal includes a single bicycle rack adjacent to the western car parking area and the building entry. This would provide for two short-term bicycle bays.

The proposed car parking bays and bicycle parking bays would satisfy the element objectives of the Built Form Policy and the objectives of the Parking Policy for the following reasons:

- The premises is well supported for access by staff and customers of the store component via alternate modes of transport. The subject site is connected by pedestrian paths and the wider bicycle network to the surrounding area. As identified in the applicant's TIS included as **Attachment 4**, Brisbane Street is classified under the Perth Bicycle Network as a continuous signed route that provides a link to other path networks, and Bulwer Street which is located approximately 50 metres from the subject site includes bicycle lanes. Two short term bicycle bays are available on-site and eight public short-term bicycle bays are available off-site which are easily accessible for cyclists attending the site. These off-site bays are located approximately 35 metres away from the subject site on the footpath at the corner of Brisbane Street and Bulwer Street adjacent to HBF Park. The subject site is also located approximately 220 metres from Beaufort Street and 310 metres from Lord Street which are both high frequency bus routes and would provide an alternate transport mode for staff rather than dependence on private vehicles. This would support active modes of transport for staff and for customers accessing the store;
- The development is anticipated to have a maximum of two or three staff on site at any one time. To better support staff cycling to the site and that would be working for longer periods of time, Administration has recommended the imposition of a condition requiring one long-term bicycle bay to be provided. There is adequate space for this to be provided on site in the staff area inside the building and the applicant has agreed to this condition;
- Customers utilising the dedicated car parking bays and short term bicycle bays would be expected to stay for short periods, ensuring high turnover of these bays. This is because the nature of goods being sold include those of a convenience nature;
- One additional car parking bay is proposed to be provided on site compared to the existing service station which would support any additional parking demand as a result of the improvements to the site and increase in vehicle trips expected. The existing service station was approved with four on-site parking bays shown on the development plans and the proposal provides for five on-site parking bays. Anticipated vehicle trips generated by the site is set out in the applicant's TIS and would largely be reflective of customers attending the site to refuel. These customers would not be utilising the five on-site parking bays and instead would be parking at the refuelling bowzers. The anticipated vehicle trips generation contained in the applicant's TIS nonetheless provides an indication of the increase of car parking needs in comparison to the existing service station. Compared to the existing service station, the proposal would result in a net increase of 206 vehicle trips per day to the subject site, and a net increase of 13 and 14 vehicular trips in the AM peak hour and PM peak hour respectively. This represents a 25.1 percent increase in vehicle trips per day and a 25 and 26 percent increase in vehicle trips in the AM peak hour and PM peak hour respectively; and
- There are separate, additional parking spaces associated with customers that are refuelling. These are the four bays located at the fuel bowzers and in themselves serve to support parking demands for customers.

Cash in Lieu of Car Parking

The Parking Policy states that where the number of bays under the parking standards prescribed are not met, cash in lieu of car parking can be charged for the shortfall of on-site car parking. As there is no parking standard specified for a service station land use in the Policy, cash in lieu of car parking provisions would not apply. As outlined above, the subject site is adequately serviced by the availability of on-site car parking, bicycle parking, alternate modes of transport, and the pedestrian and bicycle network to meet the demand of its users.

Façade Design

The Built Form Policy acceptable outcomes outline that commercial building facades are to minimise the use of shallow framing systems and thin wall/glazing systems. It also outlines that doorways should have a minimum depth of 0.5 to 1.5 metres, and windows, sills and stall risers are to have a minimum depth of 0.3 metres.

The application proposes the Brisbane Street façade of the building to include shallow framing and thin wall/glazing systems, with window depths varying from approximately 50 millimetres to 150 millimetres. It

proposes the doorway to be made up of glass sliding doors which would sit in line with the remainder of the Brisbane Street façade and are not recessed behind it.

The proposed façade design would satisfy the element objectives of the Built Form Policy for the following reasons:

- The intent of these acceptable outcomes is to ensure new developments, particularly in Town Centres, include elements of traditional shopfront design in their facades. The proposal relates to a service station and is seeking to upgrade an existing building. The existing building façade is set back a minimum of 9 metres from Brisbane Street and the subject site is located in a Mixed Use Built Form Area. The absence of these elements of traditional shopfront design in this context would not detrimentally impact the character of the area;
- The existing building that is dated would be brought up to modern standards with improved street front activation and presentation, as outlined in the applicant's Urban Design Study included as **Attachment 2**. Activation would be increased by the replacement of vehicle servicing bays with an improved building entry and glazed shopfront. The modern materials and finishes would be consistent with other contemporary built form in the locality;
- A variety of colours, materials and finishes would be incorporated across the building façade, canopy and signage. This includes timber cladding, dark fibre cement sheeting, face brickwork, painted weatherboard cladding, render, lime painted features and the glazing incorporated into the Brisbane Street façade. This would ensure that the development presents with a cohesive façade and design that would provide visual interest and both active and passive surveillance to the public realm; and
- The DRP Chair is supportive of the proposal, stating that the surrounding precinct and visibility of the subject site had been well considered from both site planning and aesthetic points of view. The DRP Chair advised that the language of the building, detail, colours and materials is in keeping with the convenience store function and that it is transparent, and the space planning is logical and functional.

Environmentally Sustainable Design

The Built Form Policy acceptable outcomes outline that development is to demonstrate that it would be capable of achieving a specified environmental performance standard, such as a 5 star Green Star rating (or equivalent).

The applicant has not provided a report to demonstrate that the development will achieve one of the standards specified in the Built Form Policy. The applicant has referred to the size of the site and the retention and upgrade of the existing building as reasons why an environmentally sustainable design report is not feasible to be prepared.

The applicant has outlined elements of environmentally sustainable design that would be incorporated into the proposed development. These are listed as follows:

- The adaptive reuse of the existing building to minimise energy and material consumption involved in demolition and construction;
- The windows of the store face north to allow passive solar heating during winter;
- The canopy provides shading to reduce summer sun entering the building;
- The roof of the building would be constructed in a manner to allow installation of solar panels at a later stage if this is assessed as being financially viable;
- The majority of roof surfaces would be colourbond material in a surfmist colour which has a low solar absorptance rating of 0.32; and
- Use of waterwise plants in landscape areas and the use of a waterwise irrigation system with a drip irrigation and automated controller. An advice note has been recommended to encourage landscaping methods and species selection which do not rely on reticulation;

These elements would ensure that the development would satisfy the element objectives of the Built Form Policy and would be secured through the conditions recommended. The adaptive reuse of the existing building is the key feature of environmentally sustainable design incorporated. Alongside the other elements outlined, it demonstrates that the proposal considers the whole of life environmental impact of the building and that adequate measures are incorporated to reduce this impact, as well as to reduce the impact of solar radiation in summer and to increase passive solar gain in winter.

Signage

The signage included as part of the proposal and as shown in **Attachment 2** consists of the following:

- Two illuminated company name and slogan wall signs (Sign 1), with one facing Pier Street and the other facing Brisbane Street;
- A non-illuminated painted coffee cup wall sign (Sign 2) spreading across the corner blade wall of the building on the Pier Street and Brisbane Street facades;
- A non-illuminated company name window sign (Sign 3) located above the building entry facing Brisbane Street;
- Two small freestanding monolith signs that occupy areas of 1.0 square metres and 1.4 square metres (Signs 4 and 5) located outside the building entry facing Brisbane Street. Sign 4 has a height of 1.3 metres and width of 0.8 metres, and Sign 5 has a height of 2.0 metres and width of 0.7 metres;
- A LED digital panel wall sign (Sign 6) located on the Brisbane Street façade; and
- An illuminated fuel price freestanding monolith sign (Sign 9) on the corner of Brisbane Street and Pier Street which has a height of 6.0 metres and width of 2.3 metres.

The signage proposed satisfies all standards of the City's Signage Policy except for the following;

- The total signage area and wall signage area on the Brisbane Street façade would be 12.9 percent and 11.4 percent of the building wall respectively, in lieu of the standard of 10 percent;
- There would be three wall signs (Signs 1, 2 and 6) on the Brisbane Street façade, in lieu of the standard of two per wall;
- There would be three freestanding monolith signs (Signs 4, 5 and 9), in lieu of the standard of one freestanding sign and two monolith signs per lot;
- The freestanding monolith fuel price sign (Sign 9) would have a width of 2.3 metres, in lieu of the standard of 2.0 metres; and
- There would be illuminated signage (Signs 5, 6 and 9) that would not achieve the standard of a minimum 2.75 metres clearance above ground level. Sign 5 would have a clearance of 0.7 metres, Sign 6 a clearance of 1.2 metres and Sign 9 a clearance of 0.3 metres.

The proposed signage is consistent with the principles for variations to standards in the Signage Policy and is supported for the following reasons:

- The building is moderately scaled and would have a contemporary design that does not incorporate any architectural detailing or important building fabric elements that the signage would obscure or detract from;
- The signage would be associated with a service station and the amount and type of signage proposed is appropriate to the building and land use, and would not be detrimental to the amenity of the locality. The surrounding area is a mixed use area with commercial buildings and uses located along Brisbane Street in particular. The signage as proposed is acceptable given this site context;
- The signage would be incorporated into the design and upgrades of the building and site, and has consistent colours, materials and finishes. This would result in a coordinated signage outcome for the development that would not detract from the streetscape or adjoining properties;
- There would be no signage proposed on the glazed windows and doors of the building, apart from the non-illuminated company name window sign which is located above the building entry. The signage is incorporated into the walls and design of the building. This ensures interaction with the streetscape and public realm would be maximised and active and passive surveillance would be provided;
- The building is set back a minimum of 9.0 metres from Brisbane Street, ensuring that the impact of the signage located to the Brisbane Street façade and adjacent to the building entry would be reduced as viewed from the public realm. This would achieve an appropriate balance of signage visibility and the realistic need to advertise products, prices and services available from the site without the signage dominating the streetscape. The trees proposed in the landscaped areas along the boundaries of Pier Street and Brisbane Street would also assist to soften the appearance of this signage;
- The illuminated signage that requires a minimum clearance of 2.75 metres in height as per the Policy standard would not be located above or over any doorways or pedestrian pathways where a reduced clearance may cause safety concerns;
- The inclusion of the painted coffee cup wall sign (Sign 2) contributes to the variation to the prescribed standard in the Policy relating to number of wall signs and total signage area on the Brisbane Street façade. This sign has an area of 6.1 square metres and contributes 37.9 percent of the total area of all signage on the Brisbane Street façade (16.1 square metres). This sign serves as a decorative feature for the building which would provide visual interest to the public realm and its inclusion would reduce the impact of solid blank walls on the streetscape and adjoining properties;

- The two small freestanding monolith signs (Signs 4 and 5) located outside the building entry facing Brisbane Street result in a variation to the prescribed standard in the Policy relating to the number of freestanding monolith signs. Sign 4 is a non-illuminated placard with a width of 0.8 metres and height of 1.3 metres while Sign 5 is a digital signage panel with a width of 0.7 metres and height of 2.0 metres. This limited size along with the orientation of these signs facing inward towards the building entry and minimum set back of 17.7 metres from Brisbane Street would not be obtrusive and would not detract from the streetscape or adjoining properties;
- The width of the freestanding monolith fuel price sign (Sign 9) is 2.3 metres wide from its base to 2.4 metres high, which reduces to 2.1 metres in width above this height. The Policy standard is 2.0 metres wide for a monolith sign. The sign has a height of 6.0 metres which satisfies the monolith sign height standard in the Signage Policy. The width of the sign is appropriate as it is minor departure of between 0.1 to 0.3 metres to the prescribed Policy standard, and the widest point at the base of the sign would be softened and partially obscured by the trees located on either side of the sign in the landscaped area at the corner of the site. This would minimise the impacts from the size and illumination of this sign on the apartments on the opposite side of Brisbane Street and other future residential development on either side of Brisbane Street. The sign would also be orientated towards Brisbane Street which is a mixed use corridor and would not erode its visual quality; and
- The DRP Chair is supportive of the proposal, stating that the level of signage is appropriate and addresses the 180 degree nature of the site.

A condition has been recommended requiring the signage to not contain any flashing, intermittent or running lights. This is to ensure that the proposed illuminated and digital signage does not detract from the street or the amenity of adjoining properties. The condition also specifies that the signage is not to exceed a standard brightness of 300 candelas per square metre between sunset and sunrise to minimise impacts of lighting at night on nearby residential properties. An accompanying advice note is also recommended to specify that all lighting should satisfy the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting and be oriented to eliminate disturbance to adjoining properties.

A condition has also been recommended to ensure that signage on site does not display third-party advertising material which does not relate to services or products offered on the site, as per the standards of the Signage Policy.

Traffic

The applicant has submitted a traffic impact statement (TIS) prepared by Transcore to support the proposal. This is included as **Attachment 4**.

The TIS outlines the following:

- The proposal consists of a light vehicle canopy with four fuelling positions for vehicles, a store building and five on-site car parking bays including one ACROD bay;
- Vehicle access to the subject site would be via the existing full movement crossovers on Brisbane Street and Pier Street;
- Deliveries and waste collections would be accommodated within the development site using small trucks up to 7.0 metres long. These will occur outside of peak site trading hours to minimise any traffic conflict within the site;
- Fuel tankers and service vehicles would enter the subject site via the existing Brisbane Street crossover and exit via the existing Pier Street crossover. These fuel tankers would be smaller, being up to 17.0 metres long, and would be used to service the site outside peak hours to minimise potential traffic conflict within the site;
- Pedestrian access to the development would occur via the existing pedestrian paths on the surrounding streets;
- The TIS provides a comparison of the trip generation of the existing service station and the proposed development. It sets out the following:
 - The existing development generates approximately 822 vehicular trips per day (both inbound and outbound) with approximately 50 and 56 trips during the weekday AM and PM peak hours;
 - The proposal involves upgrading the existing service station, removal of the mechanical workshop component, expansion of the store component, and includes the same number of vehicle fuelling positions. The trip generation of the proposal should be similar to the existing service station given the number of fuelling positions remains the same, but due to the improved facilities which are expected to be more convenient and attractive, the trip generation is conservatively assumed to be 25 percent more than the existing service station; and

- Accordingly the proposal would generate approximately 1,028 vehicular trips per day (both inbound and outbound) with approximately 63 and 70 trips during the weekday AM and PM peak hours respectively.

The TIS concludes that the conservative estimate of an additional trip generation of approximately 206 daily trips and 13 and 14 vehicles per hour during the weekday AM and PM peak hours respectively would have an insignificant impact on the traffic operations of the surrounding road network.

The Western Australian Planning Commission's Transport Impact Assessment Guidelines for Developments state that an increase in traffic of less than 10 percent of a road's capacity would not normally have material impact on any particular section of road. It states that an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. As the proposal is expected to result in increased traffic flows of 13 to 14 vehicles per hour which are well within this acceptable threshold, further detailed analysis is not warranted and the traffic increase on the surrounding road network would be limited.

The TIS has been reviewed by the City's Engineering team and is acceptable. There is not expected to be any additional impact on the vehicle and pedestrian environment surrounding the subject site, including during events at HBF Park. This is because the subject site would remain for use as a service station and the proposal is expected to result in a limited and acceptable increase in traffic.

A condition has been recommended requiring a waste and servicing management plan to be provided prior to issue of a building permit to ensure that the vehicle sizes and delivery and waste collection times are in accordance with those specified in the TIS and are implemented. These delivery and waste collection times would need to occur within the time periods specified in recommendations of the acoustic report to avoid noise impacts.

Noise

The applicant has submitted an acoustic report prepared by Reverberate Consulting in accordance with the City's Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy). This is included as **Attachment 5**.

The acoustic report concludes that the forecast noise emissions from the proposed development would comply with the *Environmental Protection (Noise) Regulations 1997* subject to recommended treatments to control noise emissions outlined in a Noise Management Plan (Appendix A) in **Attachment 5**. These treatments include the following:

- Deliveries and refuse collection to occur within day time hours between 7am and 7pm from Monday to Saturday, and to be carried out in the quietest reasonable and practicable manner. This includes minimising reversing of trucks, the use of "broad band" or "white noise" reversing beepers, and vehicle manoeuvring on site to be a maximum of 5-8 kilometres per hour with low engine revolutions;
- A barrier to be installed with specified materials on the roof to enclose the rooftop plant on all sides, as well as a 2.4 metre high barrier to be installed along the western boundary;
- Signage to be installed in the carpark to remind patrons to keep noise to a minimum;
- No music to be played through any outdoor speakers, which should only be used for the purposes of emergency messaging and patron management; and
- The sound power level of the tyre refill beepers to not exceed 81 decibels at night, 86 decibels during evenings and on Sunday/public holidays, and 91 decibels during the daytime on all other days of the week.

The report has been reviewed by the City's Health Services team and is acceptable. These abovementioned acoustic attenuation measures would ensure the service station does not unreasonably impact the amenity of the locality.

A condition has been recommended requiring the implementation of the recommendations of the acoustic report.

Environmental Considerations

The City received submissions during community consultation which raised concerns that the proposal would result in environmental impacts, including noise, air, odour and light pollution.

Potential environmental impacts from the proposal would be addressed as follows:

- Noise has been addressed through details contained in the acoustic report submitted, which for the reasons outlined above is acceptable and demonstrates that noise generated by the development would not unduly impact the amenity of surrounding properties;
- Risk and gaseous emissions would be addressed by the applicant being required to obtain an amended Dangerous Good Licence from DMIRS prior to commencing operations. This would be required due to the new operator of the service station and the changes proposed to the site, including replacement of the existing fuel tanks and lines. As outlined earlier in the in the Community Consultation/Advertising section, DMIRS has recommended advice notes to ensure that the proposal satisfies the requirements of the *Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007*;
- Odour that is not linked to gaseous emissions is not a common concern associated with service stations. The applicant has advised in their anti-social behaviour management plan included as **Attachment 6** that the site as well as the bins and refuse area would be regularly cleaned and maintained which would minimise odour impacts from these sources. To address odour impacts from food production an advice note has been recommended to state that the food business must comply with the *Food Act 2008*, *Food Regulations 2009* and the Australia New Zealand Food Standards Code, and must obtain the necessary food business approvals from the City; and
- Light impacts have been addressed in the Signage section of this report, and for the reasons outlined would not unduly impact the amenity of the surrounding properties due to the location of the signage and the conditions and advice notes which have been recommended. An accompanying advice note is also recommended to specify that any other lighting should satisfy the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting and be oriented to eliminate disturbance to adjoining properties.

The above would ensure that the development would be consistent with the priority health outcomes of the City's *Public Health Plan 2020-2025*. This includes reduced exposure to environmental health risks, mitigate the impact of public health emergencies, and reduced injuries and a safer community.

The contamination status and ongoing remediation of the subject site outlined in the Background section of this report are a separate matter that is being dealt with by DWER under the *Contaminated Sites Act 2003*. This is separate to Council's consideration of this planning application for alterations and additions to an existing service station under the *Planning and Development Act 2005*. As outlined in the Community Consultation/Advertising section, advice notes have been included to advise the applicant of what needs to be addressed in consultation with DWER prior to commencing and during any works at the subject site. Through this process any environmental impacts related to the contamination status of the subject site and any works would be addressed.

Anti-Social Behaviour

The City received submissions during community consultation which raised concerns that the proposal would result in increased anti-social behaviour in the area, particularly due to it operating 24 hours a day. Concerns were raised with the associated impacts of anti-social behaviour on the surrounding area and adjoining properties, including noise, litter, property damage and safety along with the lack of a management strategy to address this.

In response the applicant submitted an anti-social behaviour management plan following community consultation concluding. This is included as **Attachment 6** and identifies the site context as well as key characteristics and risks of anti-social behaviour which could occur at the site. It then outlines a series of design and management measures to address these risks, and these are summarised as follows:

- The sales counter has been positioned to allow a clear line of sight from the sales position to each part of the building internally, the fuel court outside and the public realm beyond. This is assisted by glazing being maximised on the building façade, allowing for active and passive surveillance of these areas;
- Appropriate lighting to ensure that any areas with potential for concealment or shadowing are well-lit. The inclusion of active measures such as CCTV is to be considered where required for improved visibility;
- Use of robust fittings and materials, including graffiti-resistant materials to protect against damage;
- The toilet to be clearly signposted, well-lit and located where the entrance can be seen from the sales position and from the general retail area;
- Placement of signs reminding customers to respect local residents when leaving the site, particularly late at night, by leaving in a quiet and orderly manner without undue delay. Staff are to remind customers of this where necessary;

- Provision of a monitored panic/alarm button for use at any time in emergency situation;
- Staff to ensure that the footpath, gutter, building entry and surrounds are kept clean and clear of litter at all times;
- Vandalism and graffiti to be removed within 24 hours, or otherwise as soon as possible;
- Broken light fixtures or bulbs within the service station or on the site to be replaced within 24 hours;
- Bins are regularly emptied and cleaned, with the designation of a dedicated separate refuse enclosure where waste and recycling bins are stored prior to collection and removal from the site;
- Landscaped areas to be kept tidy and maintained;
- Windows are not obstructed (for example with merchandise or signage) that could hinder surveillance;
- An Incident Register is to be maintained where customer and incident details can be recorded for later action if necessary;
- All staff of the service station as part of the induction process are to be provided with a copy of this management plan and required to become familiar with it; and
- Staff are to be trained in relevant security and safety procedures to enable them, in the event of criminal or anti-social behaviour, to act in a manner to best protect customers and staff of the service station; to prevent property damage or loss; and to prevent adverse impact on the public realm. Staff are to report any suspicious or anti-social behaviour on-site or in the vicinity to management of the operator, and/or the local police.

The management plan states that it and the strategies included would be reviewed on a regular basis, and in any case no less frequently than once every two years. It also states that the operator is committed to ongoing consultation with adjoining property owners, Council and other stakeholders to foster a better understanding of potential impacts of the service station on the locality. The operator has undertaken to consider and discuss issues of this kind as and when they arise.

The management plan has been reviewed by Administration and is acceptable.

A condition has been recommended requiring the proposal to operate in accordance with this management plan, and for it to be reviewed every two years, as improvements are identified or within 30 days of the service station operator changing. This would ensure that any issues or complaints that arise during the initial period of operation can be addressed in an updated management plan. The applicant has agreed to this. Consistent with the management plan measures, conditions have also been recommended requiring an anti-graffiti coat to be applied to all external surfaces of the development and for windows to be unobscured and to maintain an active and interactive relationship with Brisbane Street.

Heritage

The subject site adjoins HBF Park (Perth Oval) to the east which is a heritage-listed place and is included on the State Register and the City's Municipal Heritage Inventory as a Management Category A place.

The statement of significance is as follows:

"Perth Oval (fmr Loton Park) occupies the site of a former lake and market garden, before it was offered to the City of Perth, by William Loton, for use as a public recreation area. Established during the 1900s Perth Oval has been one of the long term premier sporting venues in metropolitan Perth, until the advent of more specialised sporting venues from the mid 1980s, including interstate football matches and cricket games. More latterly it has been the home of Perth Glory soccer team. Perth Oval entry gates are one of the state's finest examples of the Interwar Mediterranean style for recreational purposes. The mature trees of the perimeter planting are representative of the Paradise landscape style of planting that is characteristic of public parks and gardens established in Perth at the turn of the century."

As identified in the heritage listing and the Heritage Council's advice, Perth Oval is listed for its identified cultural heritage significance and the Heritage Council advised that this would not be impacted by the proposal.

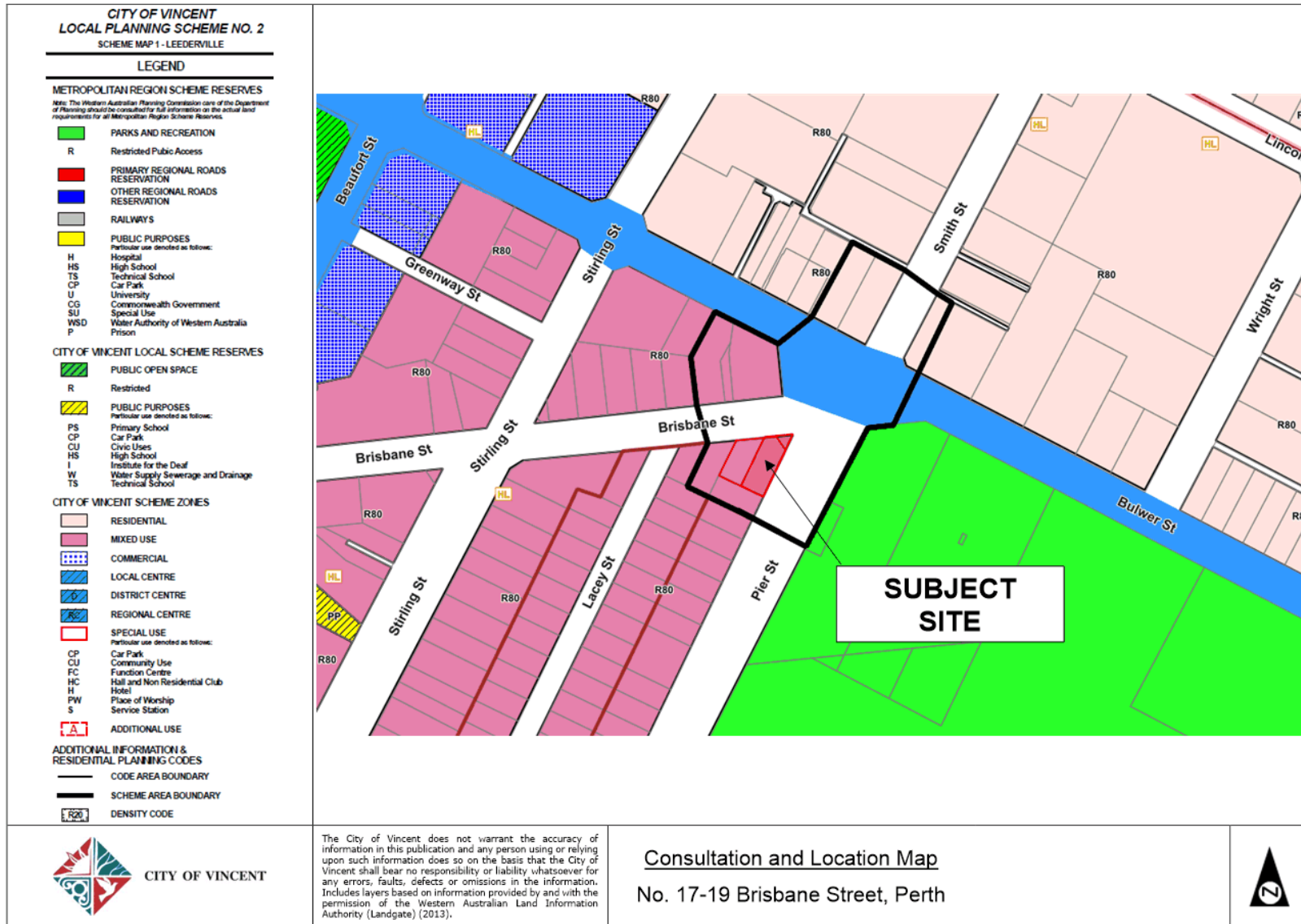
The proposal has also been assessed against the City's Heritage Policy and the acceptable development criteria for development adjacent to heritage listed buildings. These guidelines have been satisfied as the proposal does not seek to imitate, replicate or mimic historic architectural styles, and the proposal is clearly distinguishable from the adjacent heritage listed place. The development's scale and mass respects the adjacent heritage place and would not impact existing views and vistas given that the existing built form of the subject site is largely being retained.

The DRP Chair also stated that the proposed façade uses a contemporary language of a convenience store facility and would not detract from the Perth Oval entry gates.

Waste Management

The applicant has not submitted a Waste Management Plan to the City at this stage. A refuse area is indicated on the development plans along the western boundary of the subject site which is enclosed and screened from the street and adjoining properties in a tapered slatted timber enclosure. This satisfies the acceptable outcomes of the Built Form Policy relating to public domain interface and waste management.

A condition has been recommended requiring the submission of a Waste Management Plan prior to issue of a Building Permit for the proposed development to ensure that private waste collection and disposal arrangements are detailed and are to the satisfaction of the City.





The City of Vincent does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the City of Vincent shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information. Includes layers based on information provided by and with the permission of the Western Australian Land Information Authority (Landgate) (2013).

**SUBJECT
SITE**

No. 17-19 Brisbane Street, Perth



Development Plans

MONITORING WELLS

MW1
TOP OF COVER RL = 14.38m
TOP OF PVC SLEEVE RL = 14.335m

MW2
TOP OF COVER RL = 14.42m
TOP OF PVC SLEEVE RL = 14.371m

MW3
TOP OF COVER RL = 14.18m
TOP OF PVC SLEEVE RL = 14.122m

FFL - FINISHED FLOOR LEVEL
SFL - SOFFIT LEVEL
TOW - TOP OF BRICK WALL
USB - UNDERSIDE OF BEAM

(A) POSSIBLE STRUCTURAL BRICK WALL
(B) POSSIBLE NON STRUCTURAL BRICK WALL

NOTE
PEN MARK ON INSIDE OF PVC SLEEVE
DENOTES WHERE LEVEL WAS SURVEYED.

SURVEY PLAN P 1554

LOT MISCLOSE

△ E = 0.022m
△ N = 0.038m

LEGEND

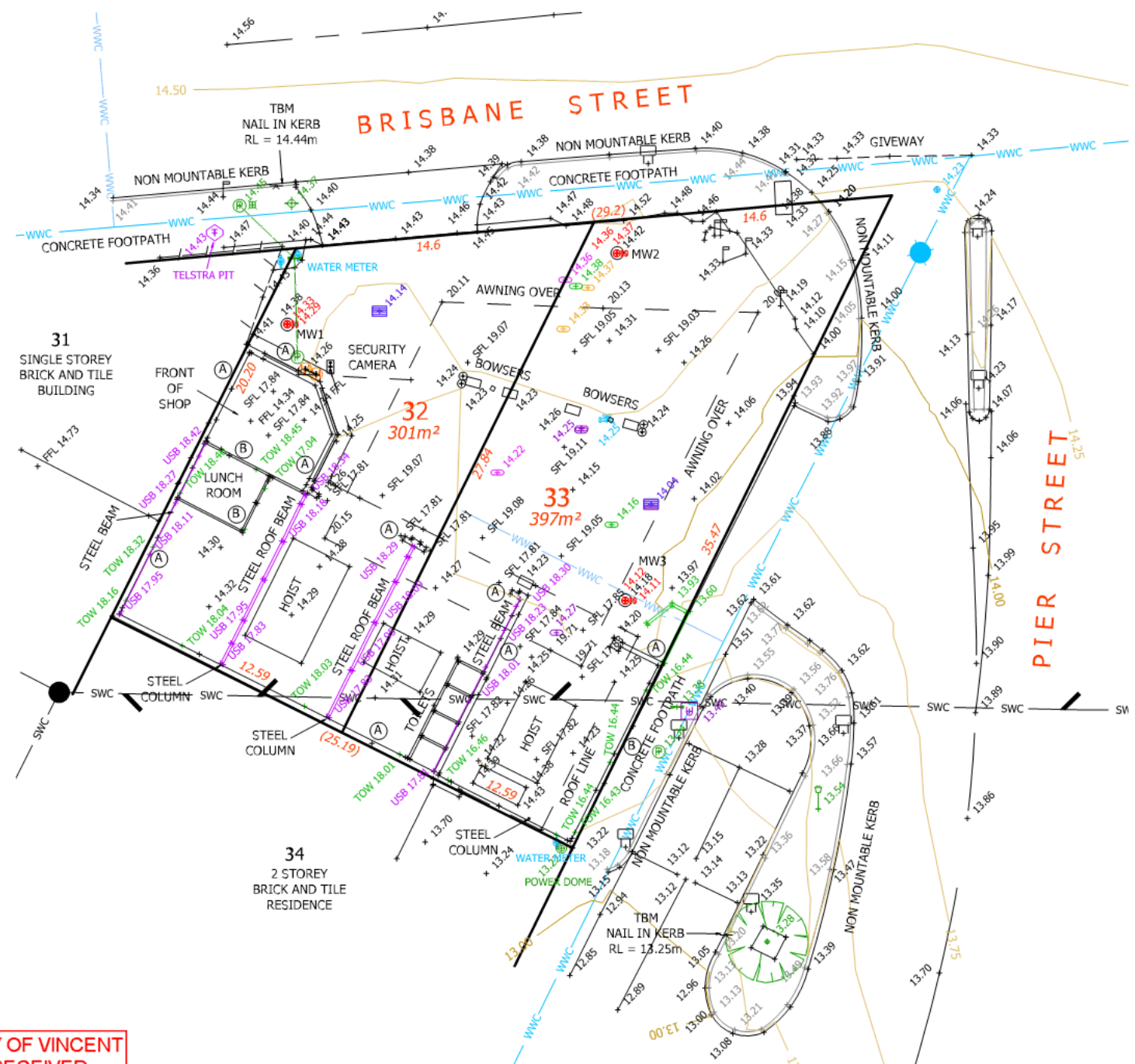
- STOP VALVE
- WATER TAP
- WATER METER
- GRATE
- SEWER MANHOLE
- EDGE OF PVC SLEEVE
- CENTRE OF PVC SLEEVE
- POWER POLE
- STREET LIGHT
- STAY POLE
- POWER DOME
- HOUSE CONNECTION POINT
- EARTH BOX
- TELSTRA PIT
- GAS CYLINDER
- UNKNOWN MANHOLE/CABLE BOX
- UNKNOWN PIT
- DIESEL DIP / FILL POINT
- PULP DIP / FILL POINT
- ULP DIP / FILL POINT
- STREET SIGN
- ROAD TRAFFIC SIGN
- SECURITY CAMERA
- BOLLARD
- TREE <0.2m
- MONITORING WELL HATCH
- TOP OF BRICK WALL

LEGEND

- BOUNDARY
 - ROAD CENTRE LINE
 - EDGE OF BITUMEN
 - BOTTOM OF KERB
 - TOP OF KERB
 - DRIVEWAY
 - ROAD MARKING - STOP LINE
 - ROAD MARKING - GIVE WAY LINE
 - BUILDING
 - AWNING/OVERHANG
 - BRICK WALL
 - COLORBOND FENCE
 - CONCRETE HARDSTAND
 - FOOTPATH (SLAB)
 - BOTTOM OF BANK
 - MAJOR CONTOUR
 - MINOR CONTOUR
 - OVERHEAD POWER LINES
 - STEEL BEAM
- WATER CORPORATION EPLAN SERVICES:
- WATER PIPE
 - SEWER PIPE

SERVICE RECORD				
STATUS	LOCATED	AVAILABLE	NO SERVICE	CONFIRM
WATER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SEWERAGE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GAS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TELSTRA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
POWER	U/G	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	O/H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE:
SERVICES MARKED CONFIRM
REQUIRE BUILDER/CLIENT TO
CONFIRM POSITION ON SITE.



- NOTES**
- THE BOUNDARY HAS BEEN PEGGED. IF YOU INTEND TO ERECT ANY STRUCTURE ON THE BOUNDARY WE RECOMMEND YOU SET 0.030m OFF THE BOUNDARY TO AVOID ANY ENCROACHMENTS.
 - OFFSETS ARE EXAGGERATED TO SHOW DETAIL.
 - DIMENSIONS AND AREAS ARE ADOPTED FROM SURVEY PLAN UNLESS NOTED.
 - ALL SEWER INFORMATION SUPPLIED BY WATER CORPORATION. SITE CONFIRMATION REQUIRED.
 - REFER TO CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES/EASEMENTS THAT MAY AFFECT THIS LOT.
 - ALL TRADES TO BEWARE OF THE PRESENCE OF OVERHEAD AND/OR UNDERGROUND POWER IN THE VICINITY OF THIS LOT.
 - THIS PLAN IS ONLY TO BE USED FOR ITS INTENDED PURPOSE, NO RESPONSIBILITY IS TAKEN BY ORACLE SURVEYS PTY LTD FOR THE UNAUTHORIZED USE OF THIS PLAN FOR ANY OTHER USE.
 - ORACLE SURVEYS PTY LTD ACCEPTS NO RESPONSIBILITY TO SURVEY DATA THAT HAS CHANGED AFTER THE DATE OF SURVEY.

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RECEIVED
17 May 2021

FYFE

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1060 Hay Street
West Perth, WA 6005
Telephone 61 8 9480 0695

ECAAS

ISO 9001
CERTIFIED
QUALITY
MANAGEMENT



SCALE 1: 250

LEVEL DATUM :	AHD (APPROX.)	DATE OF SURVEY :	03/11/2020
LEVEL AUTHORITY :	AUSGEOID '09 (Adj. to SSM CITY 102)	SURVEYOR:	JPW
CO-ORD DATUM :	PCG94	TITLE REF:	Vol 1581 Fol 498

PEREGRINE CORPORATION

IDENTIFICATION SURVEY
LOTS 32 & 33
17 BRISBANE STREET
PERTH

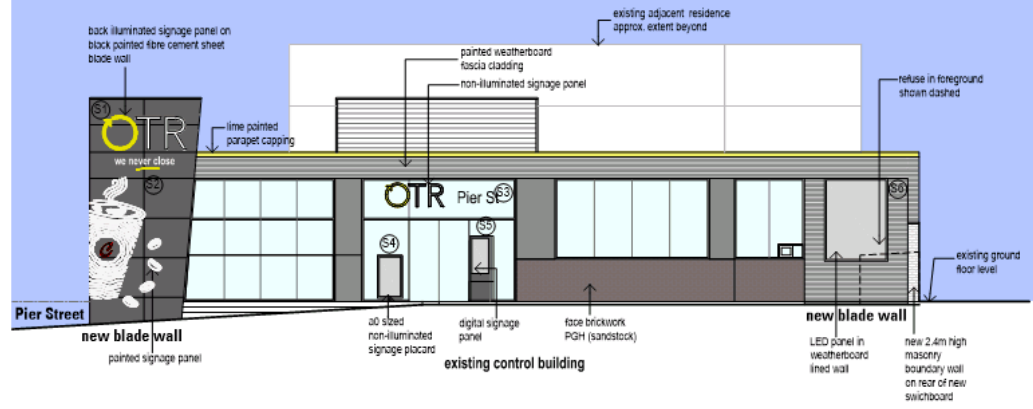
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DATE	12/11/2020
SHEET	1 OF 1
REV.	0

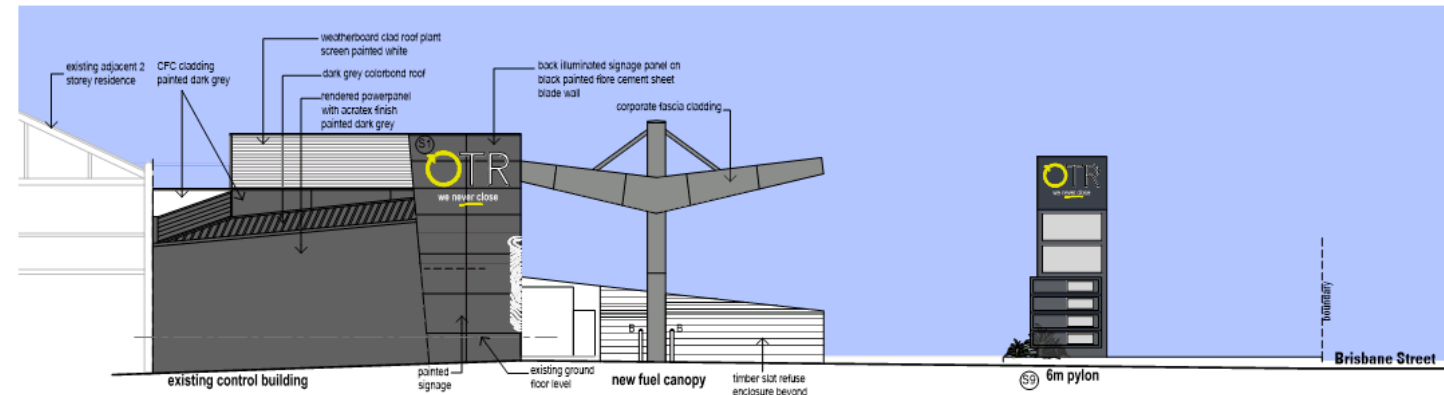
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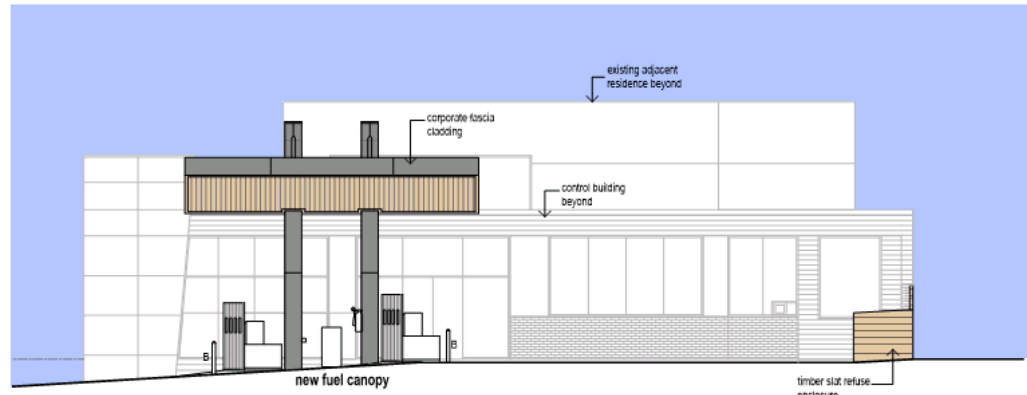
Development Plans



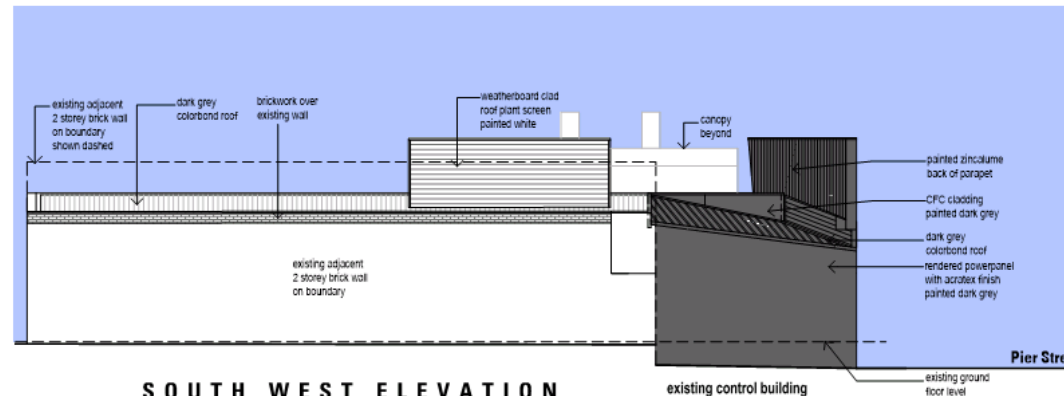
NORTH EAST ELEVATION
1:100 AT A1



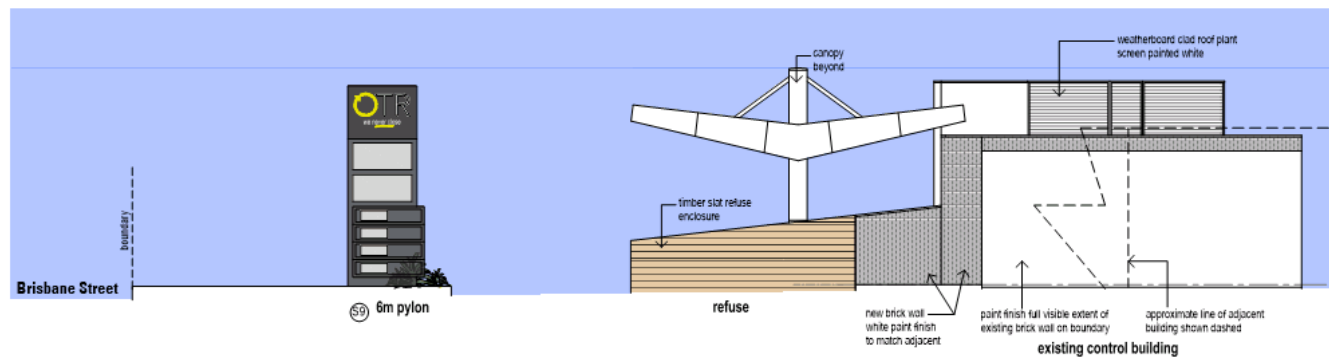
SOUTH EAST ELEVATION
1:100 AT A1



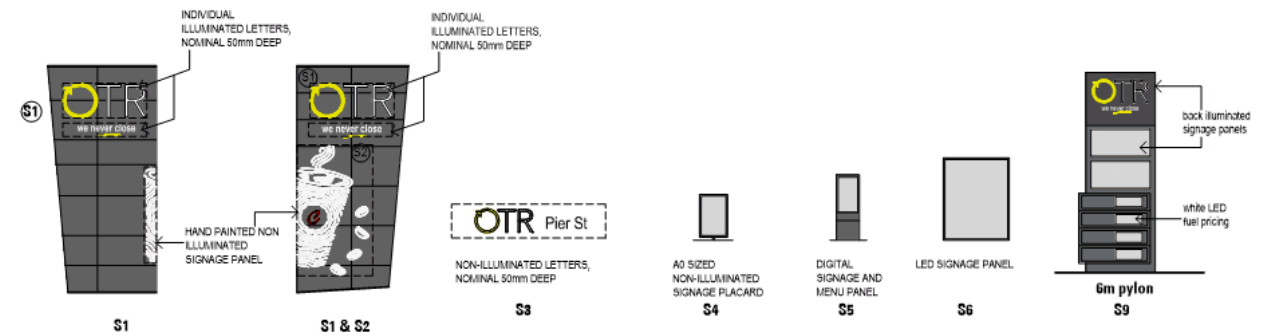
NORTH EAST ELEVATION
1:100 AT A1



SOUTH WEST ELEVATION
1:100 AT A1



NORTH WEST ELEVATION
1:100 AT A1

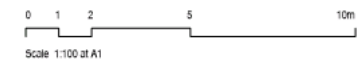


SIGNAGE ELEVATIONS
1:100 AT A1

SERVICE STATION COMPLEX REFURBISHMENT

17-19 BRISBANE STREET, PERTH, WA

PLANNING APPLICATION



ADS Architects

02 9444 8888 | 111 Stirling Street, Perth WA 6000 | T: 092222222

07.10.21
JN1415/SK02f

Urban Design Study:

Please outline how each of the following elements have been addressed and attach any relevant or supporting photos, images, diagrams or drawings where applicable.

Description	Applicant comment
Context & Character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	
Demonstrate how you have reviewed the natural environment including topography, local flora and fauna.	A site visit and photography were undertaken on 26 April 2021. The site and locality are generally flat. The locality is heavily modified and developed. Local flora comprises predominantly introduced species and fauna is consistent with the developed urban nature of the locality. Sample photographs accompany this report.
Demonstrate consideration of the site's streetscape character.	The site's streetscape character is representative of its inner-city location, with a diverse range of commercial and residential land uses in the locality. The site lies at the interface between these inner-city land uses to the south and west, and the landscaped surrounds of HBF Park to the east.
Demonstrate review of the built and natural environment of the local context to a radius of 400m - 1000m.	The local context is shown in the Locality Plan accompanying this report and is inner urban in nature. The natural environment is heavily modified. The built environment is a diverse mix of residential and commercial built form, of varying ages and styles, but predominantly of low scale and moderate height (2-3 storeys maximum). HBF Park and its surrounds are a local landmark and a focal point for activity and movement.
Demonstrate how the site's context and character influenced the development. Consider the following: <ul style="list-style-type: none"> · History of the local area; · Heritage listed buildings in the area; · High quality contemporary buildings in the area; · Materials, textures, patterns from high quality heritage/character as well as contemporary buildings in the area; and · Movement patterns/laneways. 	The earliest history of the locality is as part of the bed of Stones Lake. The designation of the site as part of Registered Aboriginal Site 3573 recognises the mythological, camping and hunting activities of the traditional owners. Given the already-developed nature of the site and locality, the proposed development will not further affect these heritage values. Perth Oval (now HBF Park) has shaped the history of the locality since the early 20 th century. The heritage-listed entry gates and the landscaped surrounds recall the history of the oval, as the home ground of the East Perth Football Club and as a centre for other codes and sports. Sporting activities continue, along with use of the venue for concerts. The present application proposes to refurbish an existing facility of outdated appearance and function by introducing retail space in place of vehicle workshops and by upgrading the materials and visual presentation of the site to a modern, contemporary commercial standard that is consistent with, and complementary of, the wide range of built form character in the locality. This improved facility will better serve residents of the locality and users of HBF park alike, and in particular serve visitors arriving at or leaving the venue by way of Brisbane Street, Pier Street and Bulwer Street.
Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	
Demonstrate review of the existing landscaping of the site and the street including mature trees, species and natural features	The site is currently without landscaping. Within the constraints of the size and shape of the site, the Landscape Plan accompanying this application will provide landscaping that enhances the site and complements the locality, including the garden in front of HBF Park and the large established street trees in Pier Street.
Demonstrate how the landscape quality of the streetscape and surrounding context has been incorporated into the building and landscape design.	As above.

Description	Applicant comment
Built Form & Scale <i>Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	
What is the building massing and height of the streetscape? How has this been incorporated into the design?	The building massing and height of the streetscape is varied. Older built form is generally small scale and low in height (1-2 storeys), with minimal setback to the street frontage. More recent built form is in some instances taller (2-3 storeys) and set back from the principal street boundary to provide for landscaping or vehicle loading and parking areas.
How does the development respond and contribute to the builtform and scale of the streetscape?	The proposed development does not materially alter the massing, height or scale of the existing built form on the site. It provides for a more contemporary design expressed in more modern materials and finishes that is consistent with other contemporary built form in the locality.
Demonstrate how the development encourages an activated and vibrant streetscape environment.	An existing outdated building will be brought up to modern standards with improved street front activation and presentation. Activation is increased by the replacement of vehicle servicing bays with an improved building entry and glazed shopfront. Sightlines between the building and the surrounding streets are improved through the replacement of the existing flat fuel canopy with a "butterfly" canopy. The site will trade 24/7, increasing vibrancy of the locality and providing increased opportunities for passive surveillance.
Functionality & Build Quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.</i>	
Demonstrate how the proposed design complements the use of the building.	Changes to the existing building on the site have been designed to improve and enhance the use of the site by customers and staff, based on the applicant's extensive experience in building and operating similar sites in WA and elsewhere in Australia.
Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	
Demonstrate how the building performance has been optimised using suitable orientation and layout of internal spaces.	Changes to the existing building on the site have been designed to improve and enhance the use of the site by customers and staff, based on the applicant's extensive experience in building and operating similar sites in WA and elsewhere in Australia.
Amenity <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</i>	
Demonstrate how the development optimises amenity for occupants, adjoining neighbours and onlookers	Amenity impacts of the proposed development will improve on the current site condition and will comply with applicable standards. Refer acoustic report and other material accompanying the application.
Legibility <i>Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</i>	
Demonstrate how the design allow users and visitors to navigate through the development.	The development provides a clear, direct, visible and coherent pathway onto the site and into the control building from all street frontages.
Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	
Demonstrate how the layout of buildings on site provides safe and high level of amenity for residents.	By allowing for day and night activation of its street frontages and providing opportunities for passive surveillance over those streets and nearby open space, the development will contribute to the safety and amenity of residents and visitors.

Description	Applicant comment
<p>Community <i>Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</i></p>	
<p>Demonstrate how the development contributes to a sense of community, encouraging social engagement and enabling stronger communities.</p>	<p>The development will provide members of the community with the opportunity to satisfy a wide range of day-to-day needs without leaving the locality, encouraging social interaction. The development will provide employment opportunities for members of the local community.</p>
<p>Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	
<p>Demonstrate how the surrounding context and character has been incorporated into the design of the development.</p>	<p>The proposed development responds to the contemporary commercial built form character and materials of the buildings on the north side of Brisbane Street which face the site. At the same time it maintains a low scale, low height built form character which is consistent with the mixed, but more residential, land uses to the south along Pier Street and Lacey Street and the small-scale and low-height built form in those parts of the locality.</p>

Please complete all sections of this application and send to mail@vincent.wa.gov.au along with all relevant attachments. Alternatively, you can submit your application in person at our [Administration Centre \(244 Vincent Street, Leederville\)](#) or post to [PO Box 82, Leederville, 6902](#).

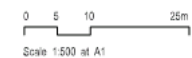


23.02.21
JN1415/SK00

SERVICE STATION COMPLEX REFURBISHMENT

17-19 BRISBANE STREET, PERTH, WA

PLANNING APPLICATION



ADS Architects

93 Gilles Street Adelaide 5000 T:82232244

Proposed OTR Perth (Pier Street) – 17-19 Brisbane Street, Perth – Site and Locality Photographs – April 2021



Existing site conditions – view from Brisbane Street south-eastwards across site



View to HBF Park (Perth Oval) south-eastwards across site



View to north side of Brisbane Street north-westwards across site



View of west side of Pier Street south of site

Proposed OTR Perth (Pier Street) – 17-19 Brisbane Street, Perth – Site and Locality Photographs – April 2021



Existing conditions on south side of Brisbane Street, west of site



View of north side of Brisbane Street looking east



Existing conditions on Pier Street, south of site



West side of Pier Street looking south



Proposed Service Station Redevelopment

17 - 19 Brisbane Street, Perth

Transport Impact Statement

PREPARED FOR:
PC Infrastructure Pty Ltd

January 2021

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APPENDIX A – PROPOSED DEVELOPMENT SITE PLAN

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1.0 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of PC Infrastructure Pty Ltd with regards to the proposed redevelopment of the existing service station located at 17 – 19 Brisbane Street, Perth in the City of Vincent.

The Transport Impact Assessment Guidelines for Developments (WAPC, Vol 4 – Individual Developments, August 2016) states: “A *Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks*”.

Section 6.2 of Transcore’s report provides details of the estimated trip generation for the proposed redevelopment. Accordingly, as the net increase in the peak hour vehicular trips are estimated to be less than 100 trips, a TIS is deemed appropriate for this development.

The subject site is bounded by Brisbane Street to the north, Pier Street to the east and commercial/ residential properties to the west and the south as shown in **Figure 1**. The subject site is located at the south west corner of the T- intersection of Brisbane Street and Pier Street. Vehicular access to the subject site is currently available by two full movement crossovers, one on Brisbane Street and one on Pier Street.

The subject site is currently occupied by a service station with a small shop, 4 fuelling positions (2 bowsers) and vehicle servicing workshop facility as shown in **Figure 2**.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed redevelopment and the access and egress system.

¹ *Between 10 and 100 vehicular trips*



Figure 1: Location of the subject site



Figure 2: Subject site

2.0 Proposed Development

The subject site is currently occupied by a service station with a small shop, 4 fuelling positions (2 bowsers) and vehicle servicing workshop facility. The proposal is for redevelopment of the site by removing the vehicle servicing workshop facility and expanding the small shop into a convenience store with new fuel canopy and bowser system.

The proposal will not change the existing crossovers and the number of existing fill points.

According to the proposed redevelopment plan attached in **Appendix A**, the new service station comprises of:

- ✚ Light vehicle canopy with 4 fuelling positions for light vehicles;
- ✚ A convenience store building; and,
- ✚ 5 on site car parking bays inclusive of one ACROD bay.

Vehicular access to the subject site will be via the existing full movement crossovers on Brisbane Street and Pier Street.

Deliveries and waste collections will be accommodated within the development site using small trucks up to 7.0m long. A refuse enclosure is proposed within the site. The service/rubbish collection truck will park within the site for the purposes of carrying out their functions as per current operations. However, with the revised layout, parking bay 2 is considered an option to be used by service/rubbish vehicle for a short period of time. It is generally recommended that service/rubbish trucks access the site outside of peak site trading hours to minimise any traffic conflict within the site.

Fuel tankers and service vehicles are proposed to enter the site via existing Brisbane Street crossover and exit via existing Pier Street crossover. Smaller fuel tankers up to 17.0m long are proposed to service the site outside the peak hours to minimise the potential traffic conflict within the site

Pedestrian will access the proposed redevelopment via the existing pedestrian paths on the surrounding roads including Brisbane Street, Pier Street and Pier Street Service Road.

3.0 Vehicle Access and Parking

3.1 Access

The existing crossovers of the subject site are shown in **Figure 3**. Currently, there are two full movement crossovers on Brisbane Street (crossover 1) and Pier Street (crossover 2) serving the subject site. The proposal will not modify the location or layout of the existing crossovers.

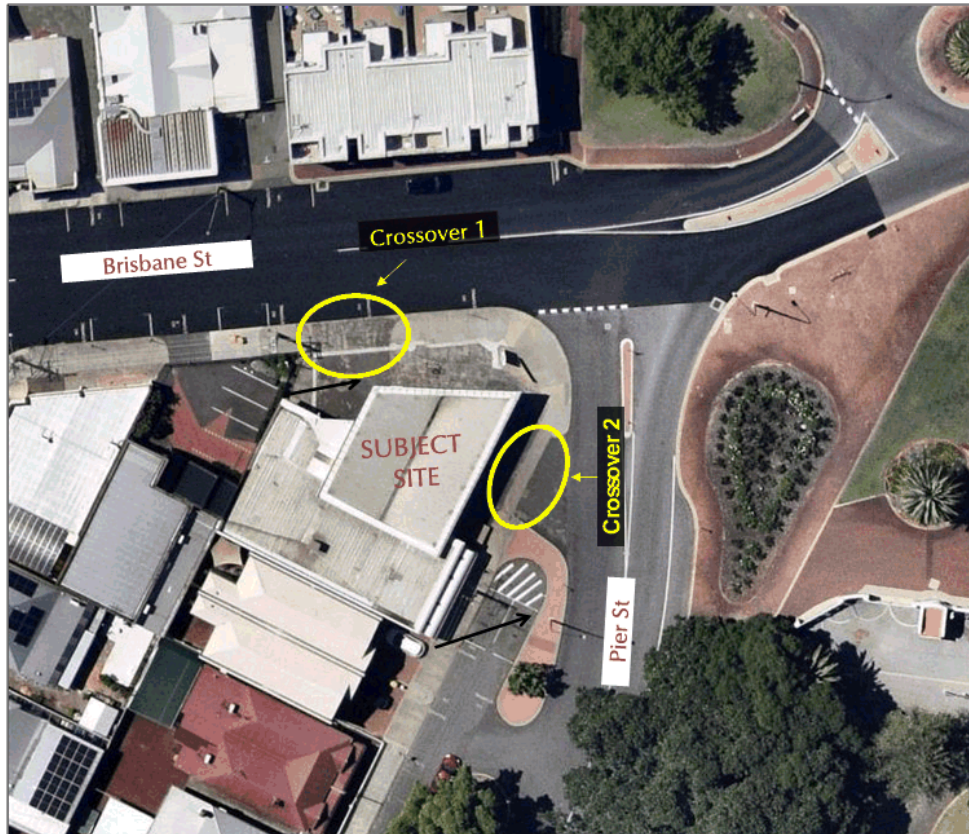


Figure 3: Existing crossovers

3.2 Parking

The proposed redevelopment entails parking provision of 5 on-site car parking bays (inclusive of one ACROD bay).

It is considered that the proposed parking provision is adequate to meet the parking demand of the proposed redevelopment.

4.0 Provision for Service Vehicles

Fuel tankers and service vehicles are proposed to enter the site via existing Brisbane Street crossover (crossover 1) and then exit via existing Pier Street crossover (crossover 2).

Small trucks up to 7.0m long are proposed for the purpose of delivery and rubbish collection. Smaller fuel tankers up to 17.0m long are proposed to service the site. The deliveries and rubbish collection are proposed to generally take place outside the peak hours to minimis any traffic conflict within the site.

5.0 Hours of Operation

The development is expected to operate 24/7.

6.0 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

6.1.1 Existing trip generation

The existing service station with a small shop currently comprises 4 fuelling positions and vehicle workshop facility. The traffic volumes that would be generated by existing development has been estimated using trip generation rates provided in *the ITE Trip Generation Manual 10th Edition* which are as follows:

Gasoline/Service Station with Convenience Market (945) – Regular Fuelling Points

- ✚ AM Peak Hour: 12.47 trips per fuelling point
- ✚ PM Peak Hour: 13.99 trips per fuelling point
- ✚ Weekday: 205.36 trips per fuelling point

It should be noted that currently the proposed service station does not have a convenience store, however, the trip rates outlined above from ITE 10 entails the trips from a convenience store. For simplicity, the trip generation of the existing small shop and the workshop was assumed to be equal to a convenience store trip generation.

Accordingly, it is estimated that the existing development generates approximately **822** vehicular trips per day (both inbound and outbound) with approximately **50** and **56** trips during the weekday AM and PM peak hours respectively.

6.1.2 Proposed redevelopment trip generation

The proposed redevelopment plan attached in **Appendix A** entails a new service station with a convenience store comprising of new light vehicle canopy with 4 light vehicle fuelling positions. In comparison with the existing development the number of light vehicle fuelling positions remains the same and therefore realistically, the trip generation of the proposed redevelopment should be similar as the existing development.

However, due to the proposed redevelopment and improved facilities which would be more convenient and attractive, the traffic generation of the proposed redevelopment is conservatively assumed to be 25% more that the existing estimated situation.

Accordingly, it is estimated that the proposed redevelopment would generate approximately **1,028** vehicular trips per day (both inbound and outbound) with approximately **63** and **70** trips during the weekday AM and PM peak hours respectively.

6.1.3 Traffic Impact Comparison

In comparison to existing land use, the net traffic change as a result of the proposed redevelopment is estimated to be approximately **+206** daily trips with about **+13vph**

and +14vph for morning AM peak and afternoon PM peak hours respectively as illustrated in **Table 1**. This level of traffic impact will have an insignificant impact on the traffic operations of the surrounding road network.

Table 1: Trip generation comparison table

	Existing Development	Proposed Redevelopment	Net Increase
Weekday Daily	822	1028	+206
Weekday AM Peak Hour	50	63	+13
Weekday PM Peak Hour	56	70	+14

6.2 Impact on the Surrounding Road Network

The WAPC *Transport Impact Assessment Guidelines for Developments* (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the structure plan traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed redevelopment will not increase traffic flows on any roads adjacent to the site anywhere near the quoted WAPC threshold to warrant further detailed analysis. Accordingly, the impact of the redevelopment traffic increase on the surrounding road network will be insignificant.

7.0 Traffic Management on the Frontage Streets

Brisbane Street, in the vicinity of the subject site is constructed as a single carriageway two-lane road with pedestrian footpaths on both sides of the road as shown in **Figure 4** and **Figure 5**. It features on street parking on both sides of the road in the immediate vicinity of the subject site.

Brisbane Street operates under a default built up area speed limit of 50km/h in this vicinity and is classified as a *Local Distributor road* in the *Main Roads WA Functional Road Hierarchy*.

Brisbane Street forms a roundabout intersection with Bulwer Street and Stirling Street to the east and west.



Figure 4: Westbound view along Brisbane Street



Figure 5: Eastbound view along Brisbane Street

Pier Street, in the vicinity of subject site is a single carriageway two lane road with pedestrian paths on the eastern side of the road in the immediate vicinity of the subject site as shown in **Figure 6** and **Figure 7** . It features on street parking on both sides of the road in the immediate vicinity of the subject site. Pier Street Service Road (east of the subject site) extends from Brisbane Street to the north and Brewer Street to the south with the pedestrian path on the western side of this road.

Pier Street is classified as an *Access Road* in the *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under the speed limit of 40km/h in the immediate vicinity of the subject site. Pier Street forms a priority-controlled T-intersection with Brisbane Street to the north.



Figure 6: Northbound view along Pier Street



Figure 7: Southbound view along Pier Street

8.0 Public Transport Access

Public transport services within the vicinity of the subject site are shown in **Figure 8**. The nearest bus stop is located approximately 400m west of the subject site on Beaufort Street. Bus services that operate along Beaufort Street are 66,67,68 and 950. These bus routes provide links to Elizabeth Quay Bus Station, Morley Bus Station, Mirrabooka Bus Station and Perth Bus port.

Other nearest bus services are bus routes 41,42,48 and 55 that run along Lord Street to the east of the subject site. These bus services also provide links to Elizabeth Quay Bus Station, Morley Station and other various destinations.

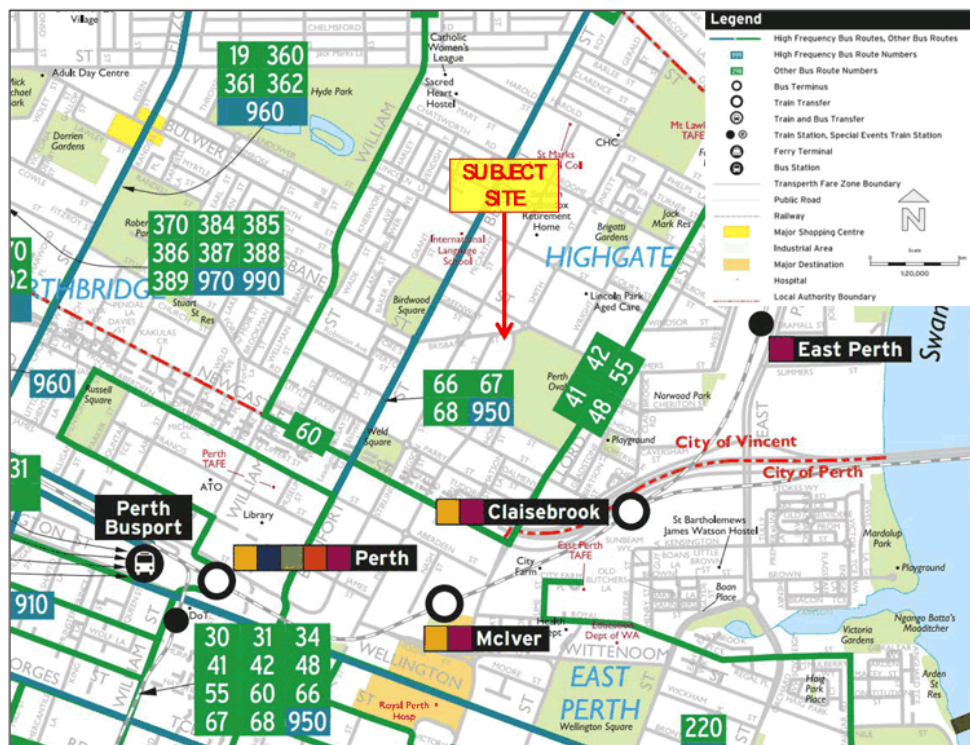


Figure 8: Public transport services (Transperth Maps)

9.0 Cycle Access

The existing cyclist connectivity to the subject site is illustrated in The Perth Bicycle Network Map shown in **Figure 9**. This map shows that cyclists have direct access to the subject site via Brisbane Street which is classified as Perth Bicycle Network (PBN)-Continuous Signed Route that provides link to other path network.



Figure 9: Perth Bicycle Network Map (Department of Transport)

10.0 Pedestrian Access

The subject site features good accessibility to the surrounding pedestrian path network.

Pedestrians access to the subject site is available via the existing external footpath network running along Brisbane Street, Pier Street and Pier Street Service Road abutting the subject site.

11.0 Site Specific Issues

No specific issues were identified for the site within the scope of this assessment.

12.0 Safety Issues

No safety issues were identified within the scope of this assessment.

13.0 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of PC Infrastructure Pty Ltd with regards to the proposed redevelopment of the existing service station located at 17 – 19 Brisbane Street, Perth in the City of Vincent.

The subject site is presently occupied by a service station with a small shop comprising of 4 fuelling positions and vehicle servicing workshop facility. The proposal entails redevelopment of the site by removing the vehicle workshop and expanding the small shop into a convenience store. As part of the redevelopment new fuel canopy and bowser system is proposed.

The proposal will not modify the location or layout of the existing crossovers on Brisbane Street or Pier Street. The proposal also does not change the number of fill point positions.

The traffic analysis undertaken in this report shows that the net traffic change, a result of the proposed redevelopment will be low and as such would have an insignificant impact on the surrounding road network.

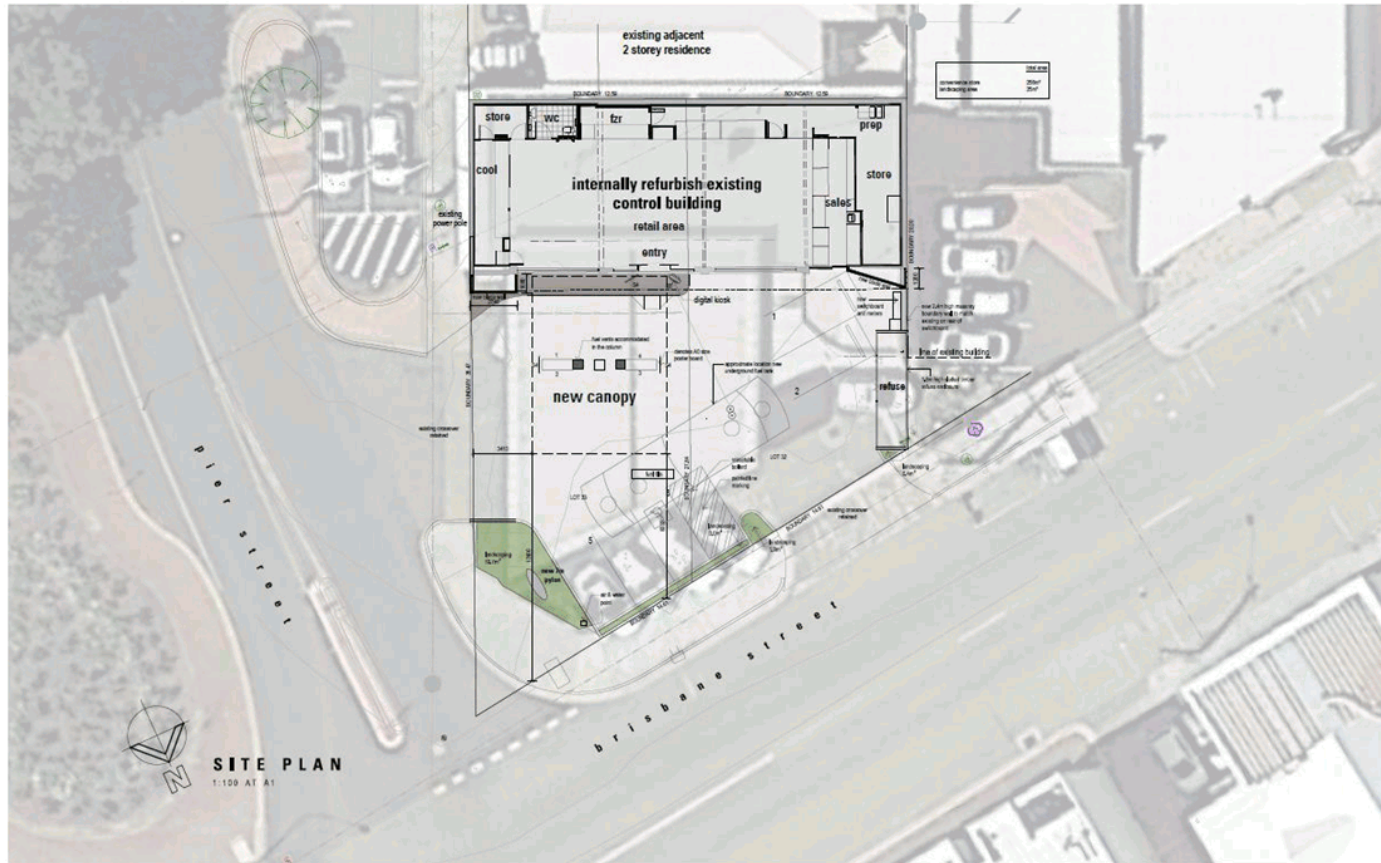
The site features excellent connectivity with the existing cyclist/pedestrian and public transport network. The proposed redevelopment entails 5 on-site car parking bays (inclusive of one ACROD bay) which is considered adequate to meet the parking demand of the proposed redevelopment.

Small trucks up to 7.0m long are proposed for deliveries and rubbish collection. Smaller fuel tankers up to 17.0m long are proposed to service the site. The fuel delivery and rubbish collection are proposed to occur generally outside of peak site trading hours to minimise any traffic conflict within the site.

In conclusions the findings of this Transport Impact Statement are supportive of the proposed redevelopment.

Appendix A

PROPOSED REDEVELOPMENT SITE PLAN



SERVICE STATION COMPLEX REFURBISHMENT

17-19 BRISBANE STREET, PERTH, WA

PLANNING APPLICATION

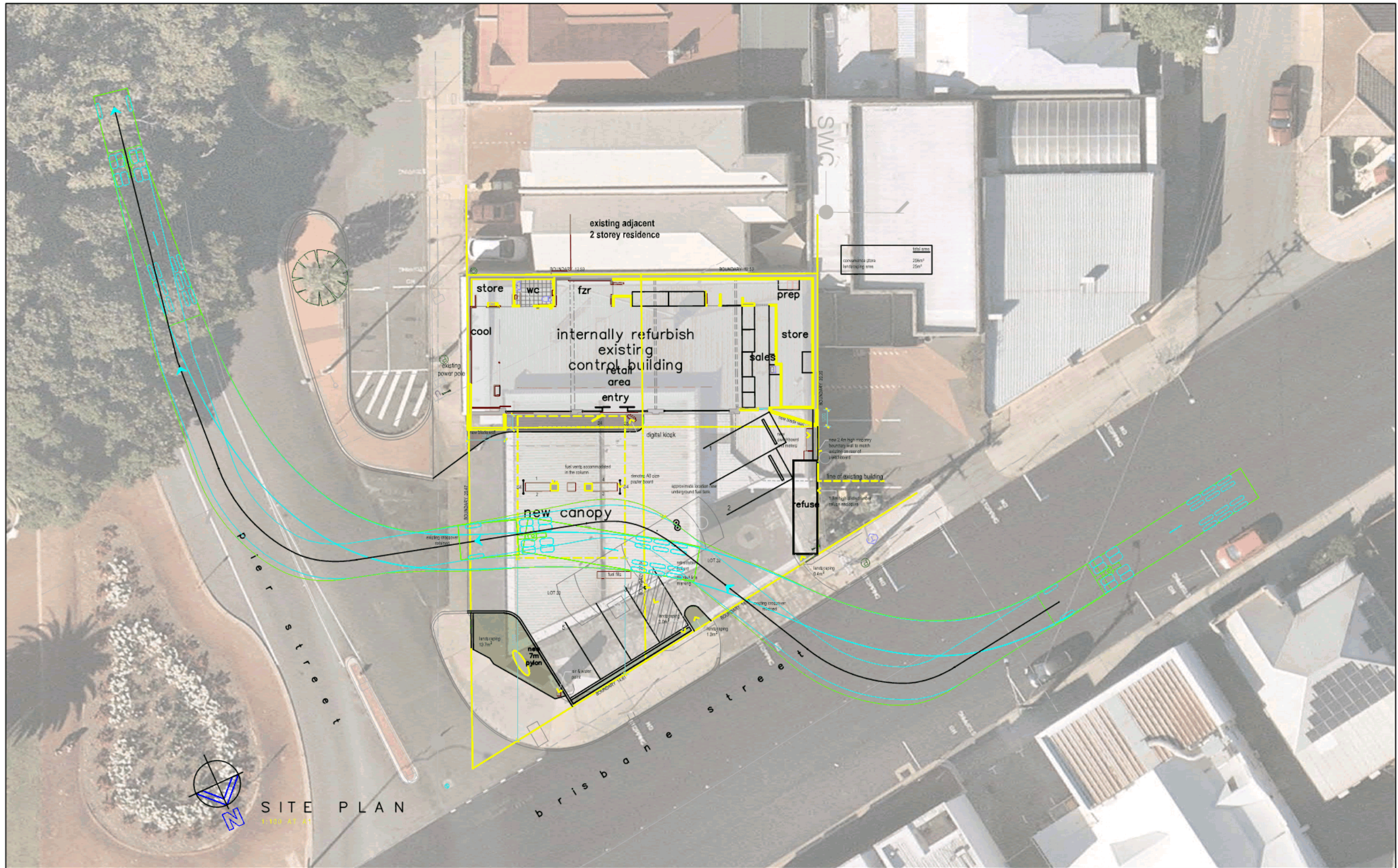
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ADS Architects
93 Gilles Street Adelaide 5000 T:82232244

t20.346.sm.ru1c

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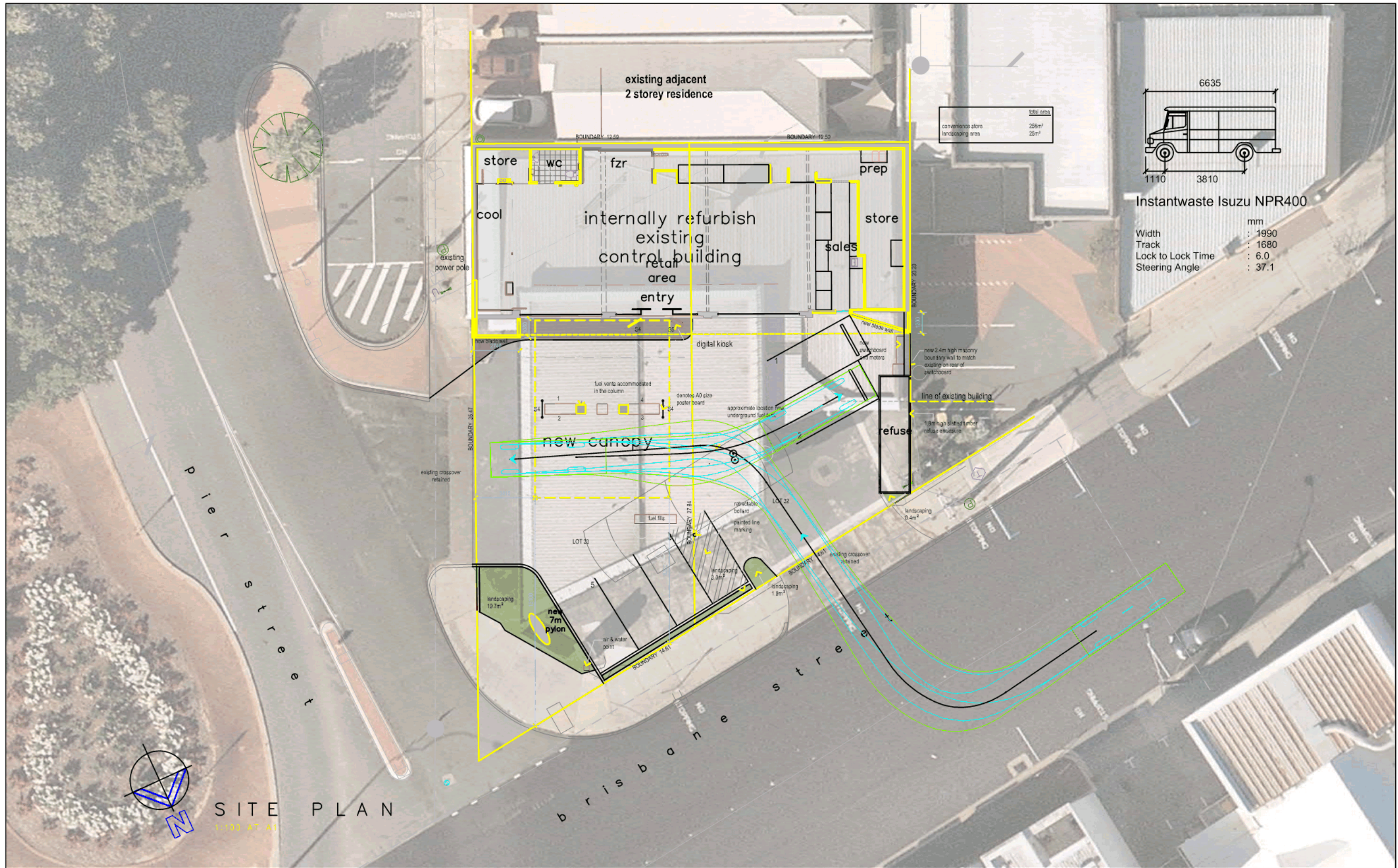
17-19 Brisbane Street, Perth
 17.25m Fuel Tanker
 Fuel Tanker Circulations

LEGEND
 Vehicle Body
 Wheel Path



t20.346.sk03a
 29/01/2021
 Scale: 1:250 @ A3





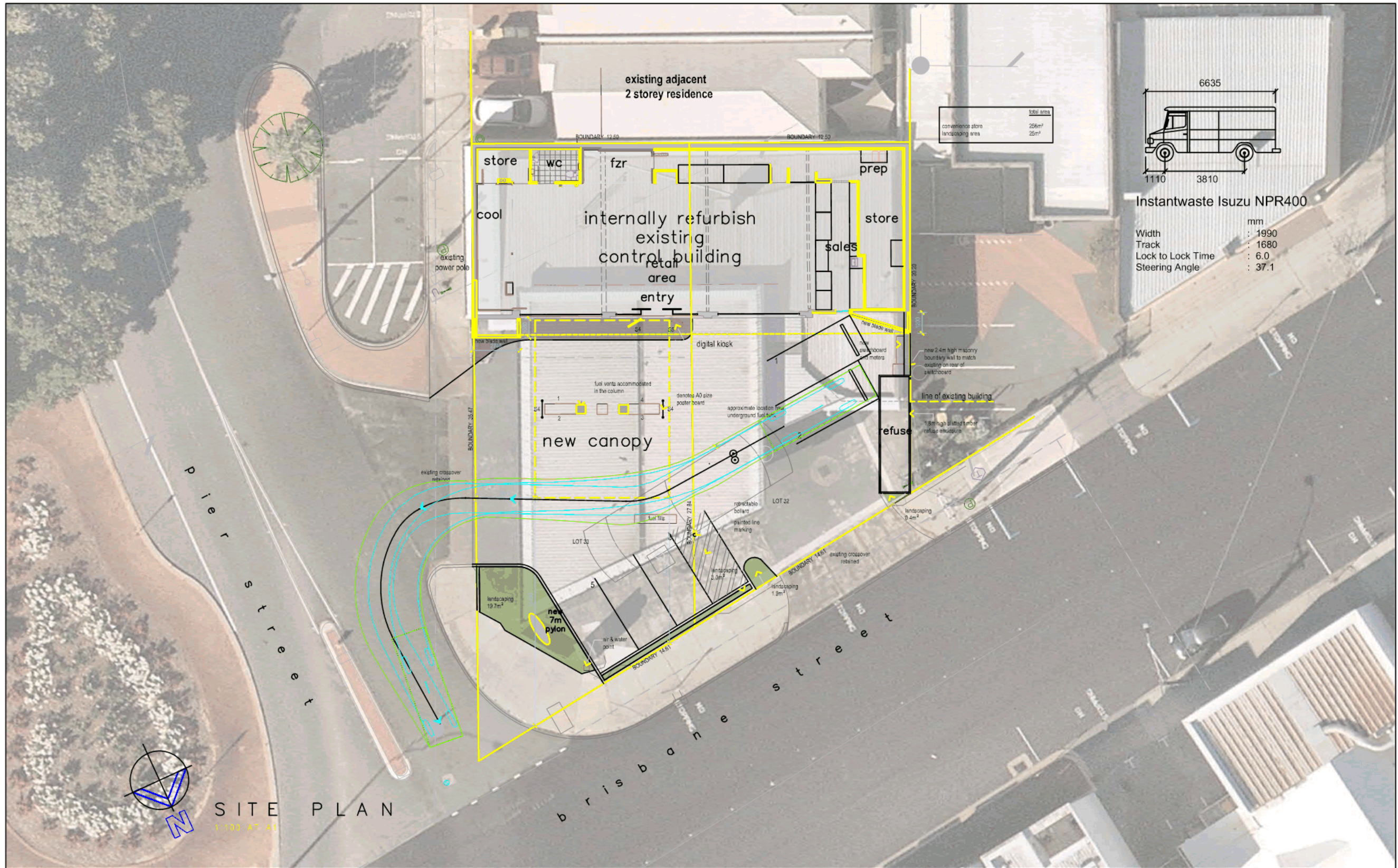
17-19 Brisbane Street, Perth
 6.6m Instantwaste Isuzu NPR400 Service Vehicle
 Service Vehicle Entry

LEGEND
 Vehicle Body
 Wheel Path



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 29/01/2021
 Scale: 1:200 @ A3





17-19 Brisbane Street, Perth
 6.6m Instantwaste Isuzu NPR400 Service Vehicle
 Service Vehicle Exit

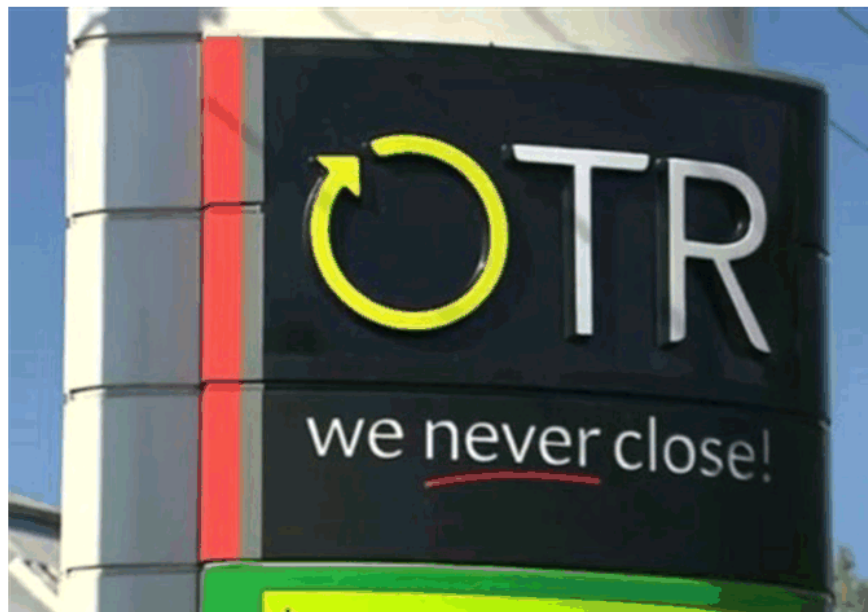
LEGEND
 Vehicle Body
 Wheel Path



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Proposed Service Station
17-19 Brisbane St, Perth
Environmental Noise Impact

Reference: P191058RP1

Service Station – 17-19 Brisbane St
 Environmental Noise Impact
 P191058RP1

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Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of the loudness of that sound.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L ₁₀	Noise level exceeded for 10 % of the measurement time. The L ₁₀ level represents the typical upper noise level and is often used to represent traffic or industrial noise emission.
L _{A10}	A-weighted L ₁₀
L _{A10,adj}	Adjusted L _{A10} . Adjustment based on obvious tonal, impulsive or modulation characteristics in the audible noise at a receiver point. Based on the adjustment methodology in Environmental Protection (Noise) Regulations 1997 Regulation 9
L _{A1,adj}	Adjusted, A-weighted noise level exceeded for 1 % of the measurement time. The L _{A1, adj} level represents mostly short duration, high level sound events.
L _{Amax,adj}	Adjusted, A-weighted maximum instantaneous noise level.

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Service Station – 17-19 Brisbane St
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1. Introduction

Reverberate Consulting has been engaged by PCI Infrastructure Pty Ltd to prepare a planning stage environmental noise impact assessment for the proposed Service Station redevelopment at 17-19 Brisbane St, Perth.

This report covers the main types of environmental noise emission from the site as part of the study:

- car park and customer vehicle activity
- delivery and supply trucks
- mechanical plant and equipment at the site
- vehicle workshop

The purpose of this report is to present the findings of potential noise emissions from the site.

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2. Site and Surrounds

The proposed OTR Service Station will replace an existing, operations Liberty fuels service station. It is located on a parcel of land at the intersection of Brisbane St and Pier St, Perth, refer to the Site Plan Figure 1. The existing Liberty service station buildings are to be retained, refurbished and rebranded as OTR. The main difference between the Liberty and OTR operations is that OTR is applying for extended hours of operations as shown in Table 1 below:

Table 1 – Operating Hours – current and proposed

Activity	Liberty Service Station - Current	OTR Operations - Proposed
Convenience Store	7am to 6pm Mon-Fri 7am – 1pm Saturday	24/7
Fuel Deliveries	While open	7 am – 7 pm Mon-Sat
Other Deliveries	While open	7 am – 7 pm Mon-Sat

The dominant noisy activity for the Service Station is caused by truck and car movements. Other noise sources include mechanical services plant such as air-conditioning and refrigeration units, and the tyre refill beeper.

By maintaining current daytime operations, and expanding into the night-time period, the main noise impact will occur by the night-time activities as outlined below;

- the general operation of the convenience store,
- rooftop plant,
- tyre refill beeper and
- carpark vehicular activities such as door closing and engine starting.

There is no proposal to extend the current Liberty daytime activities such as fuel deliveries, general deliveries, and garbage collection into the night-time period. They will still continue to occur during the day.

Bulwer St, which is in the vicinity of the service station and nearby neighbours, was measured by the DMR (November 2020) to have a total of 12,304 vehicles per day (Average Mon – Fri). On this basis, and following the definitions of the Noise Regulations, it has been classified as a *secondary road* for this assessment.

The nearest and most-affected noise-sensitive sites are two and three storey neighbours directly across Brisbane St, at #24 & #26 Brisbane St respectively. Other nearby, potentially-affected residential neighbours include the upper floor of 337 Pier St, and 40 & 42 Bulwer St. These sites, through a combination of shielding and increased buffer distances are less-affected than those outlined above. Additional neighbours such as 23 & 31 Brisbane St are commercial premises which have a higher noise tolerance.

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Figure 1 - Site Plan

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3. Noise Assessment Criteria

3.1 Environmental Protection Act

The Environmental Protection Act (1986) provides for the prevention, control and abatement of pollution and environmental harm. This Act limits environmental noise in Section 3 (3) as follows:

For the purposes of this Act, noise is taken to be unreasonable if –

- (a) it is emitted, or the equipment emitting it is used, in contravention of –*
(i) this Act; or
(ii) any subsidiary legislation made under this Act; or
(iii) any requirement or permission (by whatever name called) made or given by or under this Act;

or

- (b) having regard to the nature and duration of the noise emissions, the frequency of similar noise emissions from the same source (or a source under the control of the same person or persons) and the time of day at which the noise is emitted, the noise unreasonably interferes with the health, welfare, convenience, comfort or amenity of any person; or*

- (c) it is prescribed to be unreasonable for the purposes of this Act.*

Reverberate has used the above legislation to assess the noise impact from the site. More particularly, noises which have a distinct character, and are different to the ambient noise environment are assessed under the subsidiary legislation; the Environmental Protection (Noise) Regulations 1997. Such an assessment has been undertaken for noise sources such as vehicle starting & door closing, mechanical plant, including refrigeration, air conditioning & air compressor, and for reversing beepers and the tyre pressure beeper.

Other types of noises from the site, such as that generated by cars driving, or manoeuvring on site have not been assessed under the Regulation. Reference is drawn to Section 3 (3) (b) of the Act which requires the assessment to have regard to the nature, duration and time of day of such noise emissions and the frequency of similar noise emissions from the same source.

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3.2 Environmental Protection (Noise) Regulations 1997

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations associated with industrial or commercial premises.

The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by industrial noise, during various times of the day.

Time of day affects the assigned levels for noise-sensitive premises, as follows -

- Lowest levels at night (10 pm to 7 am any day or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 7 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

These assigned levels may be modified (i.e. increased) in the event that there are significant influencing land uses within 100 m and 450 m radii of the sensitive receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of major roads.

The influencing factor, combined with the assigned levels result in the criteria given in Table 2 for the most affected residences along Brisbane St.

Due to the proposed hours of operation, the night-time period, (i.e. 6am-7am Mon to Sat and 7am – 9am Sunday and Public Holiday) is the critical assessment period with the most stringent noise criteria. The daytime activities have additional noise sources, so they have also been assessed.

Table 2 – Environmental Noise Emission Criteria for the Most-Affected Residential & Commercial

Receiving Premises	Time of Day	Assigned Level (dB)		
		LA10	LA1	L _{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	51	61	71
	0900 to 1900 hours Sunday and public holidays	46	56	71
	1900 to 2200 hours all days	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	41	51	61
Commercial	All hours	60	75	80

These above criteria are applicable to the sources mentioned in Section 3.1 above, viz vehicle starting, vehicle door closing, mechanical plant/ air conditioning, reversing beeper and tyre refill beeper. These specific noise sources vary from current operations in that they occur at night

Note that penalties are applied to the noise sources for a variety of characteristics. Where tonality, impulsiveness or modulation is present at the nearest neighbours then these are additionally penalized where they cannot be removed from the noise signature.

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 Environmental Noise Impact
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4.Noise Assessment

4.1 Noise Sources

Noise emission sources, buildings and ground contours were used to develop a 3-D SoundPLAN noise model as shown below in Figure 2. This figure has general site details including the locations of modelled noise sources, noise barriers, and site & surrounding buildings.

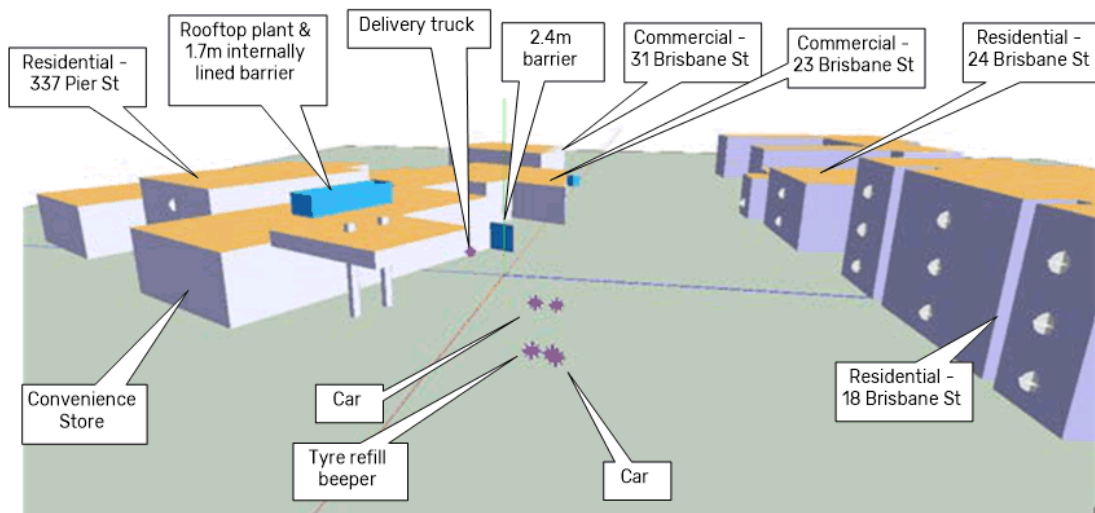


Figure 2 – 3-D SoundPLAN model of Services Station Site with Noise Sources

The noise emission levels for the project noise sources are summarised below in Table 3.

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Table 3 Summary of Maximum Sound Power Levels

Summary of Sound Power Levels (dB)			
Noise Source	L _{A10}	L _{A1}	L _{Amax}
Passenger Car: engine start	-	-	85
Passenger car: door close	-	-	84
AC/refrigeration combined	80	82	82
Tyre Refill Beeper*	-	-	88
Air compressor (silenced)	-	71	72
3 Exhaust fans (total)	71	72	73
Tyre air compressor (silenced)	-	71	72

Note * Adjustable Noise Source – full volume data published

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4.2 Noise Forecast and Impact

Computer noise modelling was used to forecast the noise impacts to locations around the site. The software used was SoundPLAN Version 8.2, with the ISO9613 algorithms selected. These algorithms have been used as they allow for the influence of wind, atmospheric stability, barriers, building shielding and ground absorption. It is appropriate for the current configuration of noise sources and for the nearest receiver locations.

The Input data used in modelling includes

- Meteorological Information;
- Topographical data;
- Buildings, barriers, fences, and other features which may shield noise
- Ground Absorption; and
- Source sound levels.

The following parameters were used in modelling for night-time operations i.e., between 6am and 7am.

- Pasquil Stability Factor F
- Temperature 15 °C
- Wind Speed 3 m/s
- Wind Direction Worst case – i.e., all directions
- Relative Humidity 50%
- Ground Absorption 0.65 in grassed areas
- 0.10 for paved areas such as roads and carparks

Adjustments were applied for the forecast noise reaching receptor locations. Where evident at the receiving locations, the following adjustments were applied:

- +10 dB where the received noise was determined to have impulsive characteristics
- +5 dB where the received noise was determined to have tonal characteristics

The forecast noise levels at sensitive receivers are summarised in Table 4 to Table 6 below. These forecasts are based on the maximum Sound Power Levels in Table 3 and the successful implementation of the Noise Management Plan in Appendix A.

The forecast noise levels 4.5m above ground level at sensitive receivers are also shown in the noise contour plots in Figure 3 to Figure 5

The Tables show that the following noise sources collectively emit the highest noise levels compared to their respective criteria:

- Night-time $L_{A1,adj}$ tyre refill beeper noise emission
forecast 58 dB at 18 Brisbane St, exceeding the Assigned Level of 51 dB (Table 5)
- Combined night-time $L_{A10,adj}$ mechanical plant noise emissions
forecast 37 dB at 18 & 24 Brisbane Street, Assigned Level 41 dB (Table 4)
- Night-time $L_{A,max,adj}$ car-door closing noise emission,
forecast 59 dB at 18 Brisbane St, Assigned Level 61 dB (Table 6)

It is shown that all the forecast noise emissions, apart from the tyre-refill beeper (operating at full volume), comply with the Assigned Levels. To reduce the noise emission of the tyre-refill beeper we have recommended reduced volume noise settings in Appendix A for the different operating periods.

After such adjustments we consider the noise emission from all sources at the site can be sufficiently reduced to be acceptable for the site.

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Table 4 Forecast Night-time L_{A10,adj} noise emission (dB)

Noise Source	Receiver						
	18 Brisbane 2nd Fl	24 Brisbane 1st Fl	26 Brisbane Grnd Fl	337 Pier St 1st Fl	40 Bulwer Grnd Fl	42 Bulwer Grnd Fl	23 Brisbane Grnd Fl
fans*	34	30	26	34	25	24	32
rooftop plant*	37	36	33	35	26	27	35
TOTAL	37	37	34	36	27	28	35
Assigned Level	40	40	40	40	40	40	60
Compliance	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

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Table 5 Forecast Night-time LA1,adj noise emission (dB)

Noise Source	Receiver						
	18 Brisbane 2nd Fl	24 Brisbane 1st Fl	26 Brisbane Grnd Fl	337 Pier St 1st Fl	40 Bulwer Grnd Fl	42 Bulwer Grnd Fl	23 Brisbane Grnd Fl
Tyre beeper* (full volume)	58	51	49	42	38	43	51
fans*	40	37	30	37	30	29	35
rooftop plant*	39	37	34	30	26	28	33
compressor*	45	43	38	28	35	35	43
Assigned Level	51	51	51	51	51	51	75
Compliance	No	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

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Table 6 Forecast Night-time L_{Amax,adj} noise emission (dB)

Noise Source	Receiver						
	18 Brisbane 2nd Fl	24 Brisbane 1st Fl	26 Brisbane Grnd Fl	337 Pier St 1st Fl	40 Bulwer Grnd Fl	42 Bulwer Grnd Fl	23 Brisbane Grnd Fl
Car 1 door**	59	54	51	46	46	47	55
Car 1 engine	48	42	41	34	33	38	44
car 2 door**	59	55	53	46	48	48	57
car 2 engine	48	44	42	34	37	36	47
compressor	40	38	33	23	30	30	38
fans*	39	36	29	36	29	28	34
rooftop plant*	42	40	38	33	30	32	36
Tyre beeper* (full volume)	59	52	49	42	38	43	51
Assigned Level	61	61	61	61	61	61	80
Compliance	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

** Impulsive adjustment applied

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Figure 3 - Forecast LA10 night-time noise contours @ 4.5m above ground
(Residential Assigned Level = 41 dB)

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Figure 4 - Forecast L_{A1} night-time noise contours@ 4.5m above ground (reduced volume tyre-refill beeper)
(Residential Assigned Level = 51 dB)

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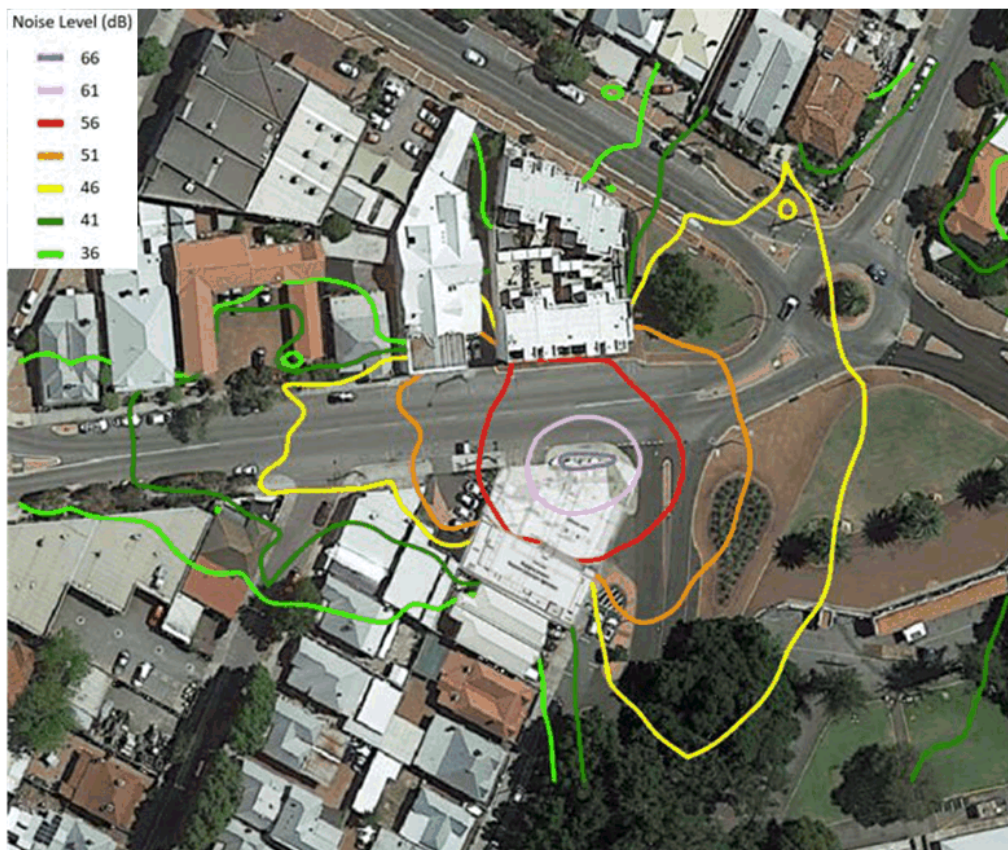


Figure 5 - Forecast L_{Amax} night-time noise contours @ 4.5m above ground
(Residential Assigned Level = 61 dB)

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5. Conclusions

An assessment of environmental noise emission from the proposed OTR Service Station at 17-19 Brisbane St, Perth has been undertaken.

The forecast noise emission levels have been presented. The recommended treatments to control noise emissions are outlined in the Noise Management Plan (Appendix A) and these treatments have been shown to control environmental noise emission from the site so that compliance is achieved with the Environmental Protection Act (1986) and Environmental Protection (Noise) Regulations 1997.

On this basis the noise emissions from the site are considered acceptable and Unreasonable Noise, as defined in the Act is not expected from site.

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Appendix A: Noise Management Plan

The elements outlined below are recommended as part of a comprehensive Noise Management Plan. They are recommended for compliance with the Environmental Protection Act 1986 and its subsidiary legislation; the Environmental Protection (Noise) Regulations 1997.

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Noise Source or Activity	Requirements
General Deliveries and fuel deliveries	<ul style="list-style-type: none"> General Deliveries to convenience store permitted during the daytime periods shown in Table 1 Reversing of trucks to be minimised to avoid the unnecessary activation of the reversing beeper. "Broad band", or "white-noise" reversing beepers are recommended for all Delivery trucks at the site Vehicle manoeuvring on site to be at a maximum of 5-8 km/h, and with low engine revs.
Refuse Collection	<ul style="list-style-type: none"> Refuse collection is to be carried out in the quietest reasonable and practicable manner; Equipment used for refuse collection is the quietest reasonably available Collection to occur between 7 am and 7 pm Mon-Saturday, unless the contractor has a Noise Management Plan approved by Council.
Other Noisy Plant	<ul style="list-style-type: none"> Alert devices, where needed, shall be selected so as to minimise their noise emission and to orient away from the nearest neighbours. Noise emissions not to exceed the values outlined in Table 3
Barriers	<ul style="list-style-type: none"> Minimum 1.7m high Colorbond on the roof, enclosing rooftop plant on all four sides. Barrier to be internally lined with NRC0.85 weather-proof material Minimum 2.4m high Colorbond on the Western boundary between retail building and refuse store All barriers to be gap-free across their entire area. Barriers to be a minimum of 8.5 kg/m² surface area where alternative materials to Colorbond are preferred. Refer also detail in Figure 2
Grilles, Storm water grates & other metal covers	<ul style="list-style-type: none"> To be installed so as to be tight fitting. Where this cannot be achieved, hard rubber or other durable materials are to be used for cushioning such grates/covers
Signage	<ul style="list-style-type: none"> To be installed in the carpark to remind patrons to keep noise to a minimum due to the proximity of neighbouring areas
Outdoor Speakers	<ul style="list-style-type: none"> No music to be played through any speaker on site. The use of the speaker is to be limited to emergency messaging and patron management only
Outdoor Building Services plant	<ul style="list-style-type: none"> Air compressors to be located inside the retail building
Tyre Refill Beeper	<ul style="list-style-type: none"> Maximum permitted Sound Power Level of the refill beeper to not exceed; 81 dBA at night 86 dBA during evenings and Sundays/public holidays 91 dBA during the daytime

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Appendix B: Determination of Assigned Level

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The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations generating excessive noise. The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by surrounding noises, during various times of the day. Time of day affects the assigned levels for noise-sensitive premises, as follows –

- Lowest levels at night (10 pm to 7 am any day, or to 9 am Sundays and Public Holidays),
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 10 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

The baseline assigned levels from the Regulations are shown below in Table 7.

Table 7 – Baseline Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	45+IF	55+IF	65+IF
	0900 to 1900 hours Sunday and public holidays	40+IF	50+IF	65+IF
	1900 to 2200 hours all days	40+IF	50+IF	55+IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35+IF	45+IF	55+IF
Noise Sensitive Premises - any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

The Assigned Levels above are then increased using an Influencing Factor (IF) as defined in the Regulations. The Influencing Factor is greater than zero where there are significant areas of land uses, within 100 m and 450 m radii of the receptor, including:

- industrial land use zonings;
- commercial zonings;
- the presence of specific sporting facilities, and
- the presence of roads carrying significant traffic.

Service Station – 17-19 Brisbane St
Environmental Noise Impact
P191058RP1

REVERBERATE
CONSULTING

The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centered on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have been assessed for the properties.

The Influencing Factor calculations for 18 & 24 Brisbane St is presented below. This assessment is consistent for the most-affected residences in this area. These factors have been added to the baseline Assigned Levels to produce the Assigned Levels in Section 3.2 above

Type of Land	450m Radius	100m radius	Total	
Industrial Land	0%	0%	0.0	dB
Commercial Land	7%	2%	0.5	dB
Transportation Factor			4	dB
Sporting Facility			2	dB
TOTAL Influencing Factor			6	dB



OTR Perth (Pier Street)

**Management Plan –
Anti-social Behaviour**

August 2021

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

OTR Perth (Pier Street)

Management Plan – Anti-social Behaviour

August 2021

This Management Plan – Anti-social Behaviour (**Management Plan**) relates to the service station at 17-19 Brisbane Street, Perth, in the City of Vincent (**service station**).

Until 2021, the service station traded under the Liberty brand. From March 2021, the service station has been operated within the Peregrine Corporation group of companies under the Mogas brand.

As at the date of preparation of this Management Plan, an application for alterations and additions to the existing service station building is before the City of Vincent. Subject to approval of the application, the service station will be re-constructed and will trade on a 24-hour per day, 7-day per week basis under the operation of On the Run Pty Ltd (**OTR**).

This Management Plan is prepared for the purpose of:

1. Describing the service station site and the locality that surrounds it.
2. Identifying the characteristics and risks of potential anti-social behaviour relating to the service station and its operation
3. Identifying design features of the service station that will allow the risks of anti-social behaviour to be discouraged and managed.
4. Specifying ongoing management measures that will address identified risks of anti-social behaviour.
5. Providing for regular review and consultation in relation to the managing and minimising the risks of anti-social behaviour.

Implementation of the Management Plan will ensure that the service station is a safe, efficient and pleasant environment in which to work and visit, and that the amenity of neighbouring properties and the locality generally is preserved and maintained.

1. Site and context

The locality surrounding the site of the service station is inner-city in its streetscape and built form character, with a diverse range land uses nearby. The service station lies at the interface between commercial and residential land uses to the south and west, and the landscaped surrounds of HBF Park (the former Perth Oval) to the east. HBF Park and its surrounds are a local landmark and a focal point for existing activity and movement.

The proposed alterations and additions to the existing service station will refurbish an existing facility of outdated appearance and function by introducing retail space in place of vehicle workshops and by upgrading the materials and visual presentation of the site to a modern, contemporary commercial standard that is consistent with, and complementary of, the wide range of built form character in the locality.

This improved facility will better serve residents of the locality and users of the nearby HBF Park alike, including through the provision of convenience retail goods ancillary to the main service station function. It is expected that customers of the service station, both local residents and visitors, will access the site by car or bicycle, or on foot, using existing streets including Brisbane Street, Pier Street and Bulwer Street.

2. Anti-social behaviour – characteristics and risks

OTR has many years of experience in operating service stations across South Australia, Victoria and Western Australia, in diverse locations including inner-city areas, suburban areas, along major highways and in regional and remote areas.

Learning from OTR's experience and that of the wider industry, the following are seen to be the key characteristics and risks of anti-social behaviour at the site:

- Materially detrimental noise impact, e.g. from customers at, arriving at or leaving the service station, and their associated vehicles, including customers who may gather on or near the site.
- The potential for litter generated by customers of the service station to be discarded on the site or its surrounds.
- Vandalism, graffiti or other damage to the site and/or its surrounds.
- Violence or threats of violence towards staff or customers, particularly where the threat is in association with carriage of a weapon.

3. Design measures

In designing the proposed alterations and additions to the service station, the following measures have been or will be included to address identified risks of anti-social behaviour:

- Not providing any area where customers (either on foot or in their vehicles) are likely to gather outside the service station.
- Design of the interior of the control building, and placement of the sales counter, to allow for a clear line of sight from the sales position to each part of the control building.
- Replacing the existing brick and roller-shutter frontage with a predominantly glazed, contemporary façade, allowing for active and passive surveillance from the sales position onto the fuel court, over the boundaries of the site into the public realm areas of Pier Street, Brisbane Street and the forecourt of HBF Park.
- Where required for better visibility of the site and its boundaries, active measures such as inclusion of CCTV cameras will be considered.
- Appropriate lighting to ensure that any areas with potential for concealment or shadowing are well-lit, while ensuring that light levels do not cause a nuisance to adjoining properties or a danger to motorists on nearby roads.
- Use of robust fittings and materials, including graffiti-resistant materials, to protect against deliberate and non-deliberate damage and wear and tear.
- The toilet for customer and staff use to be clearly signposted, well-lit and located where the entrance can be seen from the sales position and from the general retail area.
- Placement of signs in appropriate places reminding all customers to respect local residents when leaving the site, particularly late at night, by leaving in a quiet and orderly manner without undue delay.
- Placement of bins at appropriate places throughout the site, and designation of a dedicated separate refuse enclosure where waste and recycling bins are stored prior to collection and removal from the site.
- Provision of a "back to base" monitored panic/alarm button for use at any time in emergency situations (if a staff member feels that their life or that of another person is in danger).

4. Management Plan

The following operational measures have been determined to address identified risks of anti-social behaviour. These measures form the Management Plan for the service station and will be complied with at all times while the service station is in operation:

- Where necessary, staff will remind customers to behave in an appropriate manner while on the site and not to disturb the neighbourhood when exiting the service station late at night.
- Staff will ensure that the footpath, gutter, building entry and surrounds are kept clean and clear of litter at all times.
- Vandalism and graffiti will be removed (if possible) within 24 hours.
- Broken light fixtures or bulbs within the service station or on the site to be replaced within 24 hours.
- Bins are regularly emptied and bins and waste storage areas are cleaned by staff with appropriate equipment and/or protective gloves.
- Landscaped areas are kept trim and tidy and are maintained regularly to present an alert and active appearance.
- Windows are not obstructed (for example with merchandise or signage) that materially hinders surveillance into or out of the control building.
- Weapons of any type, for example knives and firearms, will not be permitted on the site at any time, unless in the hands of authorised security personnel or police.
- In case of any event or incident affecting a customer, the customer will be assisted as far as possible. An Incident Register will be maintained where the details of the customer and the incident can be recorded for later action if necessary.
- Movement of cash to and from the premises will be undertaken by a qualified security company and where possible will not be carried out during night-time hours.
- All staff of the service station, as part of the induction process, will be provided with a copy of this Management Plan and will be required to become familiar with it.
- Staff will be trained in relevant security and safety procedures to enable them, in the event of criminal or anti-social behaviour, to act in a manner to best protect customers and staff of the service station; to prevent property damage or loss at the service station; and to prevent adverse impact on the public realm. Staff will be required to support any suspicious or anti-social behaviour on the service station or in its vicinity to management of the operator, and/or the local police.

5. Review and consultation

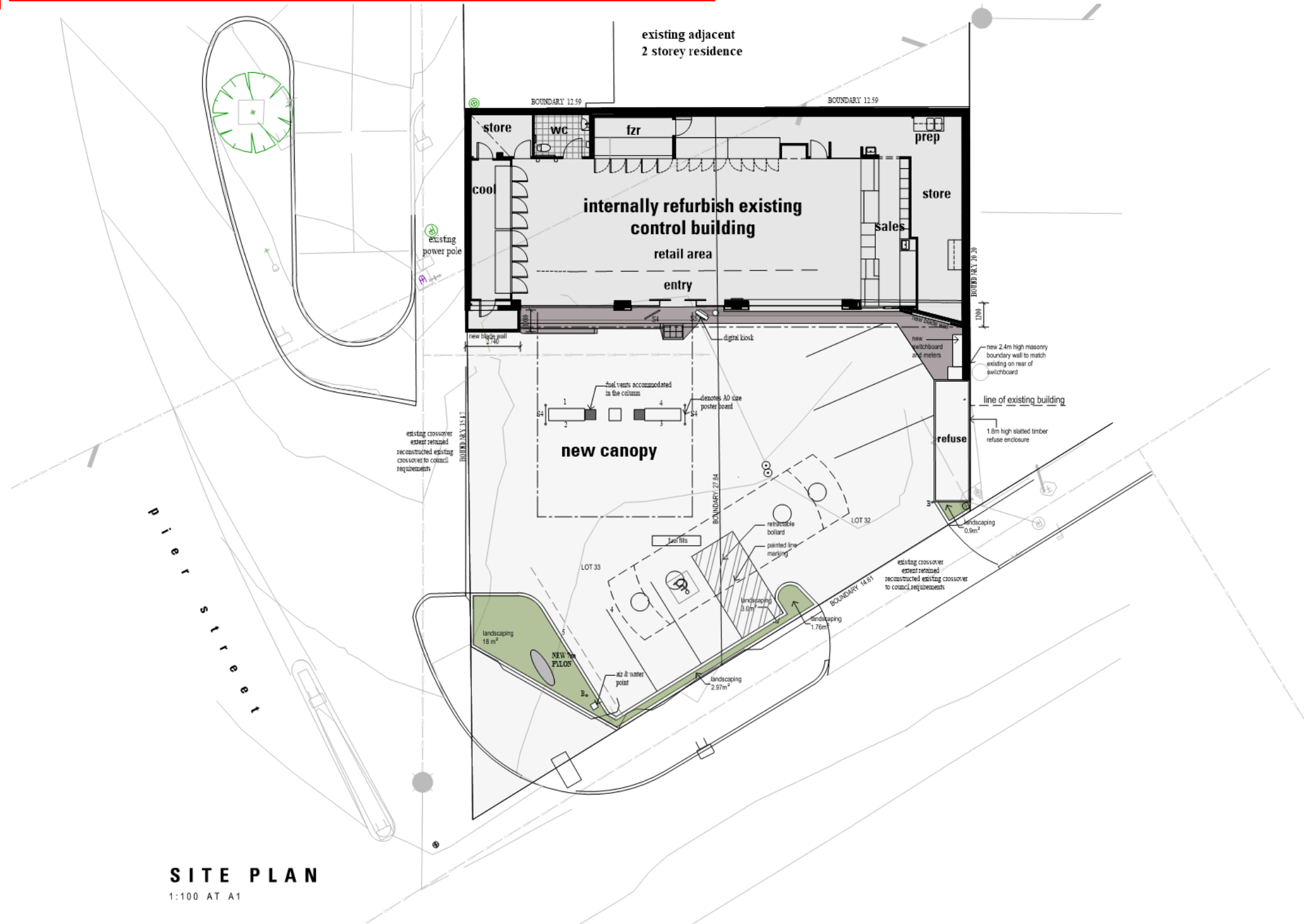
This Management Plan and the strategies set out herein will be reviewed on a regular basis, and in any case no less frequently than once every two years. Any revisions will be brought to the attention of all staff of the service station.

In addition, the operator is committed to ongoing consultation with adjoining property owners, Council and other stakeholders to foster a better understanding of potential impacts of the service station on the locality. The operator therefore undertakes to consider and discuss issues of this kind as and when they arise.

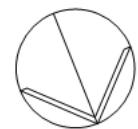


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ADVERTISED PLANS (SUPERSEDED)



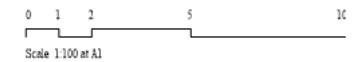
SITE PLAN
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SERVICE STATION COMPLEX REFURBISHMENT

17-19 BRISBANE STREET, PERTH, WA

PLANNING APPLICATION



ADS Architects

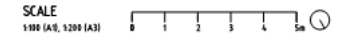
93 Gilles Street Adelaide 5000 T:82232244

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ADVERTISED PLANS (SUPERSEDED)

This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencing work. The Contractor is to notify the Superintendent of any discrepancies between the drawing or specifications. Drawings are not to be used for construction unless identified in the title block as 'for construction'. All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital output and DWG files will be provided upon request. Copyright Oxygen Pty Ltd.



NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOP SOIL BLENDED WITH 20% MT COMPASS ORGANIC MIX. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2No. 2500x50x54 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED MT COMPASS ORGANIC MIX. PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTE FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM DEPTH OF FEATS COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 3 PLANTS/M²

IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 16Lph @ 0.5M SPACINGS OR SIMILAR APPROVED.
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

SPECIES LIST			
UNDERSTOREY SPECIES			
DL	Dianella revoluta 'Little Rev'	140mm	20
EG	Eremophila glabra 'Belalia Gold'	140mm	1
LE	Lechenaultia biloba 'Electric Blue'	140mm	16
PB	Pimelea 'Bonne Petite'	140mm	3
TJ	Trachelospermum jasminoides 'Flaflor'	140mm	9
WM	Westringia fruticosa 'Mundi'	140mm	20
WS	Westringia 'Smokey'	140mm	3



oxygen
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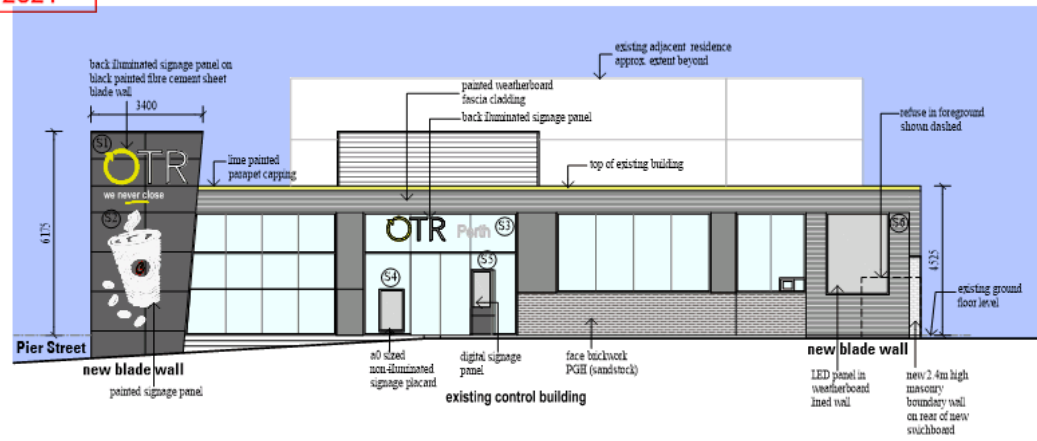
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ARCHITECTS: ADS ARCHITECTS

PROJECT: BRISBANE STREET OTR
drawing title: LANDSCAPE PLAN
15.047.072
issue: DRAFT
A

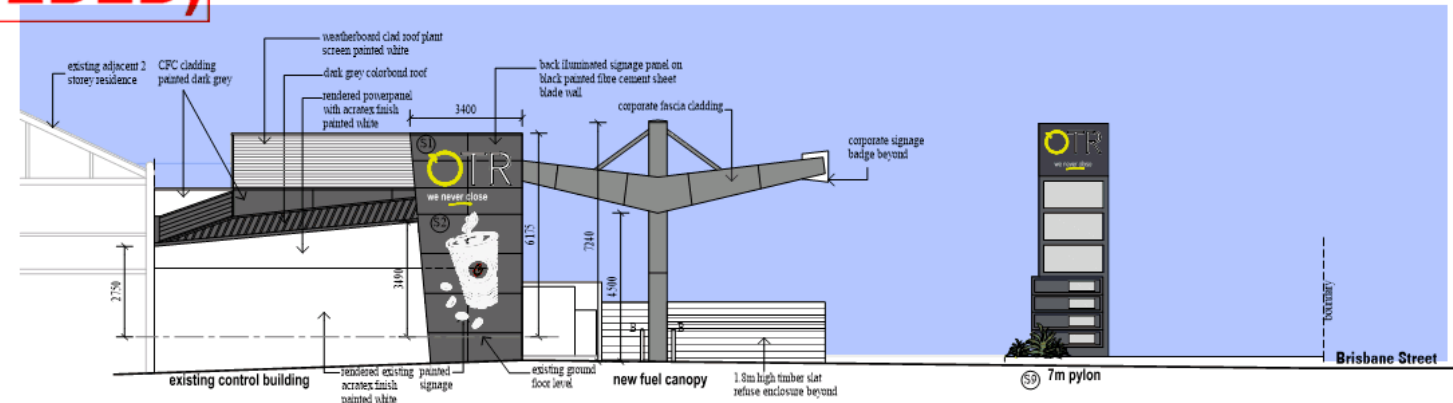
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A	22.02.21	DRAFT	EN	SD	JH

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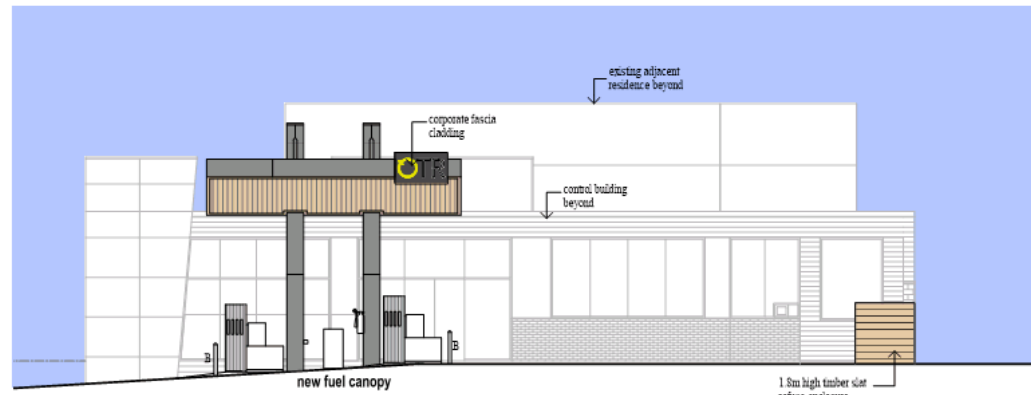
ADVERTISED PLANS (SUPERSEDED)



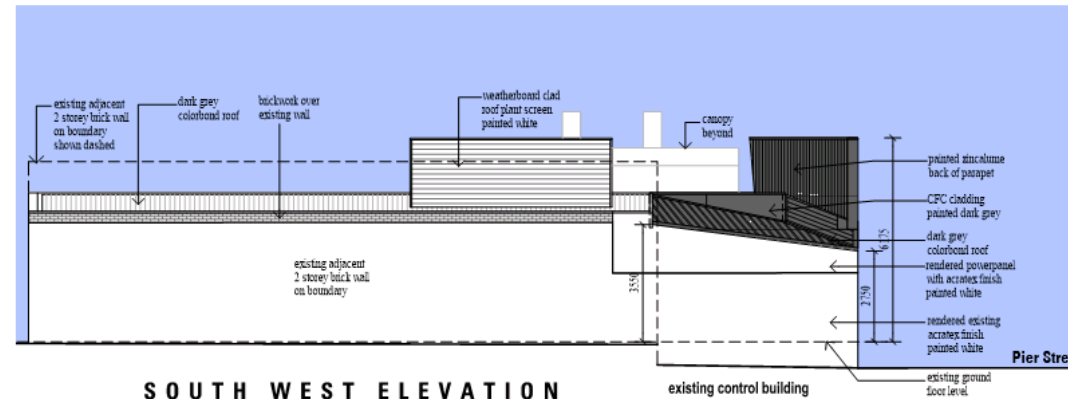
NORTH EAST ELEVATION
1:100 AT A1



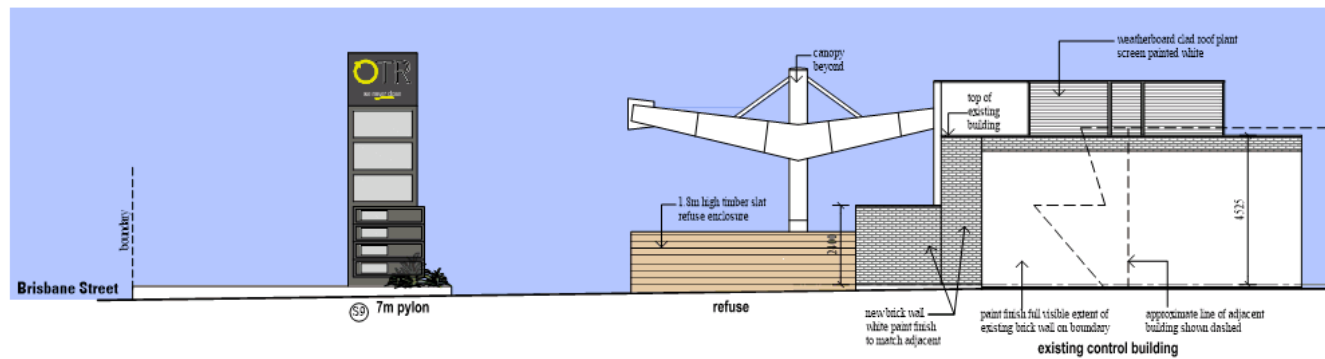
SOUTH EAST ELEVATION
1:100 AT A1



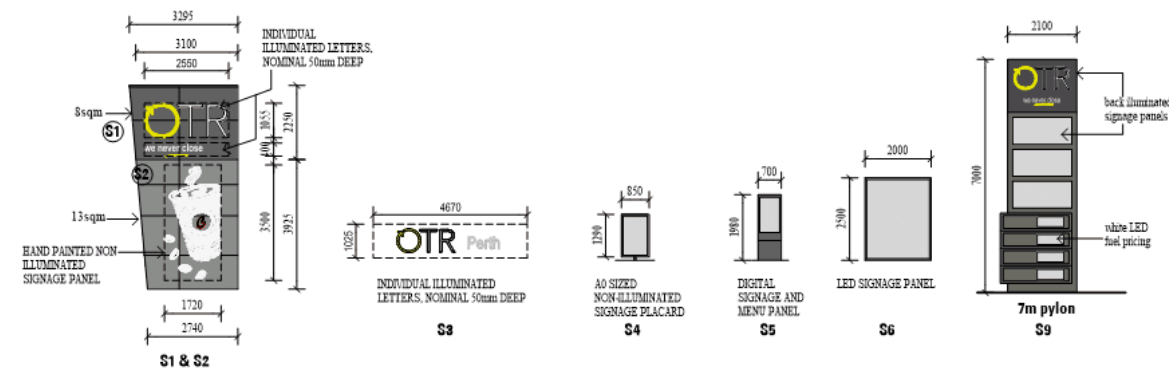
NORTH EAST ELEVATION
1:100 AT A1



SOUTH WEST ELEVATION
1:100 AT A1



NORTH WEST ELEVATION
1:100 AT A1

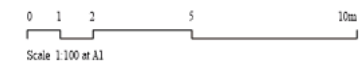


SIGNAGE ELEVATIONS
1:100 AT A1

SERVICE STATION COMPLEX REFURBISHMENT

17-19 BRISBANE STREET, PERTH, WA

PLANNING APPLICATION



ADS Architects

93 Gilles Street Adelaide 5000 T:82232244

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ADVERTISED PLANS (SUPERSEDED)







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ADVERTISED PLANS (SUPERSEDED)

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Objection:	Administration Comment:
<p><u>Noise</u></p> <ul style="list-style-type: none"> Concerns about noise as this part of Brisbane Street is very quiet after about 6.30-7.00pm on weekdays and on the weekends. There are very few customers to the current service station after 6.30pm and on weekends. Noise has already become an issue with several new factors since OTR has taken possession, including fuel tankers filling up at times between 12am and 2am in the morning. Large vehicles like these create excessive noise, including air brakes when stopping, reverse beepers backing out, banging and clanging of metal fuel tank fillers on the ground and truck, and general mechanical noise during refuelling. This was something previously completed during the day to not cause nuisance at night or in early hours of the morning. Concerns with noise associated from cars filling up at late at night or on the weekends, and from any associated anti-social behaviour. Operating 24 hours naturally increases noise pollution, including noise from cars filling up at night or on weekends, noise from people using the site, noise from car doors opening and closing, noise from car alarms being turned on and off. None of this is compatible with the quiet enjoyment which should be enjoyed by neighbouring residents at night. Concerned about the increase in noise from the increase in usage of the site. Concerns about noise as there is already a higher level of noise between the hours of 21:00 and 6:00 daily due to the current premises already being open 24/7. The noise 24 hours is far from ideal, and will disturb the surrounding residences. The noise assessment is noted, but there will be massive impact to the adjoining properties if there is a lot of noise from machinery. The noise impact study does not consider in detail the noise generated by convenience store patrons 24/7 and associated anti-social behaviour. 	<p>The applicant has submitted an acoustic report which demonstrates that the noise emissions will satisfy the <i>Environmental Protection (Noise) Regulations 1997</i> during all hours of operation, including at night. This includes multiple recommended treatments, including that deliveries and rubbish collection would only occur between 7am and 7pm from Monday to Saturday, with reversing to be minimised and quieter reversing beepers to be used. It also states that screening barriers will be installed on the building roof and the western boundary to screen noise from mechanical equipment, that no music will be played outdoors, and that the tyre refill beepers would be within the maximum permitted sound power levels. Signage would also be installed in the carpark to remind patrons to keep noise to a minimum.</p> <p>This acoustic report has been reviewed by the City's Health team and is acceptable. A condition is recommended requiring the acoustic report recommendations to be implemented and operated in accordance with at all times.</p> <p>Refer to comments below on anti-social behaviour and patron management.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Anti-Social Behaviour</u></p> <ul style="list-style-type: none"> The development will impact the area immensely. Expansion of the current use to a convenience/food store operating 24 hours a day will increase antisocial behaviours and cause major public safety and litter problems to surrounding areas in particular the HBF park precinct. Many of the problems created by 24 hour services such as McDonald's on Beaufort Street which has attracted litter and antisocial behaviour surrounding Weld Square will be attracted by the premises. An increase in the level of homeless may also be drawn to area as noted around Beaufort Street McDonald's. The proximity of the convenience store selling late night products will encourage more people to sleep in the parks surrounding the stadium. There is already similar 24 hour services on Lord and William Street. This proposed development will draw increased undesirable and antisocial behaviour to a predominantly urban area. A 24 hour convenience/petrol is not what the area needs. There is a risk of anti-social behaviour on nearby streets at late hours as a result of the proposal. It will not add to the benefit of the local community which already has challenges with people experiencing homelessness and drug use in the area. Lacey Street has many young families that reside in the street and the extended hours of the proposal has the potential to bring antisocial behaviour during these times. Concerned that the staffing of 2-3 persons will not be sufficient to manage any anti-social behaviour that spills into the surrounding street. Concerned that the proposal will encourage camping/squatting in the area and the park adjacent, along with anti-social behaviour. Concerns that it will increase antisocial behaviour, noise, litter and create problems like at Weld Square and encourage camping/squatting. Concerns that this will impact neighbouring residential areas such as Lacey Street. There previously used to be significant anti-social behaviour and homeless people in the area which reflected negatively on the local area. As the area has developed over the years and it has constantly improved. Significant concerns that a 24 hour convenience store will create anti-social behaviour issues that there were in the area previously. There are already serious issues with anti-social behaviour and homeless people in area, creating noise impacts, damage and graffiti on neighbouring properties. A 24 hour convenience store and at worst a Hungry Jacks will severely increase these issues and incidents affecting the quiet enjoyment of the area of residents. More people will congregate to the use the toilet or other facilities at the store. 	<p>After community consultation finished the applicant submitted an anti-social behaviour management plan to address the concerns raised. This included a series of design and management measures to address identified risks of anti-social behaviour. These design measures include the positioning of the sales counter to allow a clear line of sight, maximised glazing to allow for active and passive surveillance, appropriate lighting and CCTV where required and placement of signage to remind patrons to minimise noise. The management measures include staff training in safety and security procedures, regular cleaning of the site, quick removal of broken lighting, vandalism or graffiti, provision of a monitored panic/alarm button for emergency use and an incident register.</p> <p>The management plan and these measures have been reviewed by the City and are acceptable to address the potential for anti-social behaviour to occur, particularly at night. A condition has been recommended requiring the proposal to operate in accordance with this management plan, and for it to be reviewed every two years, as improvement are identified, or within 30 days of the Service Station operator changing. This would ensure that any issues or complaints that arise during the initial period of operation can be addressed in an updated management plan.</p> <p>The applicant has stated in their response to submissions that there is no evidence to suggest that homelessness, camping, squatting, inebriated people and drug use would increase as a result of the proposal. These are also not relevant planning considerations.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> • Other than CCTV what is the plan to manage antisocial behaviours that will affect neighbours? • Having a 24-hour business will increase the night-time foot traffic of inebriated people and anti-social behaviour which is a massive concern for health and safety for the residents of the area. • The area around Brisbane and Bulwer Street already has issues with anti-social behaviour of varying types. All of this detracts from the amenity of the area. The proposal will worsen this by attracting more people to the area and the premises after 5:30pm on weekdays and weekends. • The lack of on-street lighting will create poor surveillance and therefore decrease safety for local residents and businesses. 	
<p><u>Land Use</u></p> <ul style="list-style-type: none"> • The area is largely residential and is well serviced already by other 24/7 facilities. The previous usage was non-obtrusive operating predominantly on weekdays and did not impact the area at night or during the weekends. A 24 hour service station/convenience store is not appropriate for this location due to the close proximity of the AMPOL on the corner of Parry and Lord Street, and given the old Caltex on Bulwer & Beaufort Street is likely to be reopened shortly as a BP. This is an unneeded development that will negatively affect the character and quality of the area. • There is already high availability of other options for 24/7 convenience stores and service stations in the area, along with the new Woolworths nearby. The proposal will therefore add no value to the community. • A 24 hour convenience store is not appropriate in this location as it is not on a main road and has poor street lighting. Also 24 hour stores already exist in the area and there is a Woolworths nearby which is open late. • The proposal would affect the quiet and enjoyment of neighbouring residents due to it being open 24 hours, running a convenience store and the possibility of major franchises opening from the premises. The old service station was only open 5½ days per week and closed between 5.30 and 6pm at night and midday Saturday. 	<p>In 1986 the City of Perth approved a service station with ancillary mechanical workshop/lube bay at the subject site under the City Planning Scheme 1985. This previous proposal and approval did not include any specified operating hours or restrictions on these as part of a condition of approval.</p> <p>As the proposal is also for a service station, it will be consistent with the previous approval and associated conditions for a Service Station land use at the subject site. As it is consistent with this previous approval and the definition of a service station under the City's Local Planning Scheme No.2, the land use is not subject to discretion.</p> <p>Refer to comments above and below on off-site impacts associated with the proposal and the 24 hour operations.</p> <p>As a service station has been previously approved at the site and has operated there since 1986, the location and number of similar facilities in the area is not a relevant planning consideration. The definition of a Service Station land use also permits a store selling goods of a convenience nature to operate from the site.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> • The service station upgrades are understandable but it should have similar operating hours and conditions to the previous business. This is due to issues of light, additional noise and the additional hours when these noises would occur the late pm/early am, increase in anti-social behaviour is unacceptable. More passive issues of brightness all night from the canopy, the massive sign and food smells from the premises would be also be an issue. These would devalue neighbouring properties and impose significant costs due to the need for double glazing and blinds to reduce noise and light impacts. • Brisbane Street is not a main road or thoroughfare so there is no need for a 24-hour convenience store and service station. This is especially the case when 100 metres away there is a Woolworths open till 9:00pm at night. Not being a thoroughfare also increases noise to nearby residents as cars cannot exit from the other end of Brisbane Street. • There is no need for a 24 hour store, there are 24 hour services along main roads such as Beaufort, William and Lord Street. • There exists in the vicinity ample late night service station outlets and convenience stores without introducing another one. This does nothing to enhance the area's amenities but rather adversely impacts nearby residences. For example there is a Woolworths located 100 metres away which is open to 9pm and there are already 11 fuel stations within a 2 kilometre radius, including a 24 hour Ampol (and convenience store) nearby on Lord Street. • The service station should stay at standard hours as this doesn't interfere with the residential nature of the street. The service station is not compatible with the residential uses in the area. • With Northbridge under a kilometre away and the new Woolworths 100 metres away another convenience store is unnecessary. • The area is pedestrian heavy, surrounded by 40km/h zones, with the Woolworths now adding to foot traffic through the neighbouring streets. The addition of a petrol station is in conflict with this, particularly across from a stadium where patrons are expected to take public transport to avoid congestion. It is also an area where there are increasingly tighter traffic controls, and residents are also being encouraged to reduce their use of vehicles. A business that caters to the needs of the area would be better suited to the property. • Approving a 24/7 outlet will impact all surrounding properties and particularly the residential properties. This would be due to increased traffic, antisocial behaviour and noise, and the litter left on neighbouring properties which is already an issue after events at HBF Park. 	

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> The conclusion of the report is about the development is adding services to the community. This is far-fetched considering that there was already a service station at the site, that there are another three in close proximity, and that there is a new Woolworths and many cafes around. The development directly conflicts with the City's Local Planning Scheme No. 2 objectives for the Mixed Use Zone, which should not allow a development like this that will generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents. The proposal does not satisfy many of the zone objectives of Local Planning Scheme No.2. The proposed changes to the site will cause, obstructions to the views of the city that many residents currently enjoy, an increase of day-time traffic to the area, mainly to Brisbane and Pier streets, an increase in night-time vehicle and foot traffic to the area, increase of noise and light pollution and an increase in crime in the area. 	
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> They do not have enough car parking bays on the application. Car parking is already a major issue on Brisbane Street due to the high capacity and number of events at the stadium and the recent reduction in parking locations on Bulwer Street due to the bike lane addition. The mid-sized Woolworths opening close by also changed all the times of free parking from 6 hours to 4 hours to now 2 hours. Parking availability is becoming untenable in the area and will worsen with the proposal. Concerns with impacts on street parking and question whether there any changes proposed for parking signs on Brisbane Street, where clients, staff and suppliers for neighbouring businesses often park for brief periods. The development will attract additional cars to Brisbane Street which is not welcome, especially at night. This will only exacerbate existing problems with parking on Brisbane and Bulwer Street. The disabled parking rules should be following for the development. Five car parking bays is excessive and will result in more traffic and more noise to nearby to nearby residents, especially given this is designed to attract customers 24/7. Concerns that the proposal will reduce the already limited parking availability on Lacey Street where residents only have on-street parking. 	<p>The proposal includes five on-site car parking bays, with one of these being an ACROD bay. The existing service station only has four on-site parking bays.</p> <p>The subject site is located within close proximity to public transport options for staff, is located an area connected with pedestrian paths and the bicycle network, and includes bicycle parking facilities. This will allow staff and customers accessing the store component of the proposal to use alternate transport methods, reducing car parking demand for the proposal.</p> <p>The applicant has provided a transport impact statement that demonstrates that compared to the existing service station there is not expected to be a significant increase in traffic. The additional car parking bay provided is adequate to accommodate any additional parking demand from the proposal. As the proposal only involves the sale of fuel and goods of a convenience nature, any customers visiting the service station would only be expected to stay for short periods. This would ensure that there would high turnover of both on-site parking bays and any of the public bays along Brisbane Street and neighbouring streets, and that changes to parking restrictions wouldn't be required.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Bicycle Parking</u></p> <ul style="list-style-type: none"> • A large development like this should be required to have bike racks. • There is no bike parking proposed. The development should not be allowed without having bike parking considering the recent bicycle path upgrades in the area. 	<p>After community consultation finished the applicant submitted updated plans which included the addition of a bike rack to provide two short-term bicycle bays for public use. They also agreed to a condition which has been recommended requiring them to provide one long-term bicycle bay for staff use. This ensures that adequate bicycle parking is provided for the proposal.</p>
<p><u>Traffic</u></p> <ul style="list-style-type: none"> • Concerned about the increase in traffic in the area from the increase in usage of the site. • The corner that the service station is on is dangerous enough without the introduction of heavier traffic (even more than the Woolworths has added) and more visual distractions from increased signage and heavily illuminated structures. • When the stadium has events the surrounding streets are closed off and covered in pedestrians. There are associated consequences from this due to conflict of drivers and pedestrians, and patrons not being able to access the service station. The previous station was not 24 hours and was primarily a mechanics garage, opposed to a petrol station with more bowsters and traffic. • The convenience store will increase foot traffic around the area, which may be detrimental to the safety of residents and businesses. Brisbane and Pier Street are low traffic areas and the traffic increase will create more strain on the roundabout on Bulwer Street which already has issues daily with drivers just avoiding accidents. • The streets that service this business are also often shut down during events at the HBF Park, this could cause issues with traffic, especially if people requiring fuel are not aware that these streets are closed during these times and therefore have to turn around, causing hindrance and possible danger to the residents and the increased number of pedestrians that occur during these events. • Brisbane Street is a relatively quiet street due to there being no through traffic. It is even quieter on evenings and on weekends. Concerns that the proposal will increase traffic flow at all hours and decrease this quietness. 	<p>The applicant has provided a transport impact statement (TIS) that states that compared to the existing service station there is not expected to be a significant increase in traffic.</p> <p>It set outs that the existing service station generates approximately 822 vehicular trips per day with approximately 50 and 56 trips during the weekday AM peak hour and PM peak hour. It states that as the number of refuelling positions are staying the same as the existing service station the trip generation is expected to be similar, but due to the improved facilities that would be offered the traffic generation has been conservatively assumed to be 25 per cent more than the existing service station. This would result in an additional trip generation of approximately 206 daily trips and 13 and 14 vehicles per hour during the weekday AM peak hour and PM peak hour. The TIS concludes that the proposal would have an insignificant impact on the traffic operations of the surrounding road network. This increase is also well within the threshold of 100 vehicles per hour specified in the Western Australian Planning Commission's Transport Impact Assessment Guidelines for Developments (2016) for increases in traffic which would not normally have a material impact on any section of road.</p> <p>The TIS has been reviewed by the City's Engineering team and is acceptable. As the subject site would still be used as a service station and the proposal is expected to result in a limited and acceptable increase in traffic, there is not expected to be an adverse impact on the vehicle and pedestrian environment surrounding the subject site. This includes during events at HBF Park.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Built Form</u></p> <ul style="list-style-type: none"> The proposal uses unacceptable wall materials and structures while proposing light fixtures and signage exceeding council regulations by almost 50% of the set limits (in many instances). The illumination and built form would adversely impact on the character of the area and the street, where there are views to the City skyline, federation buildings and large Moreton Bay Figs. The development would dominate the streetscape and obscure views, especially at night-time due to it operating 24 hrs a day. The current structure at least has the art-deco style to contribute to the aesthetic of the surrounding buildings. Whilst there has been a petrol station at the property since the 1980s, the building itself was not dominating the streetscape with excess signage nor has it blocked the views of Perth. The existing building's design included curves that matched the shape of the federation style bullnose verandas along Pier Street, helping the building to blend in with the local architecture, rather than dominating the streetscape as this development will do. The plans provide limited information to imply that the petrol station will comply with the Façade Design requirements of the Built Form Policy. The development is going to be using a form of building that should be minimised within the City. The building will also not comply with the element objectives of the Built Form Policy, and a building with a facade that does not comply with the regulations will not match with other modern buildings around the area, and will be in stark contrast to the older buildings, some of which are over 100 years old. An overly modern building, with a great amount of glazing, will not be respectful of the streetscape when viewed from the public realm and will not be complimentary of the heritage-listed Perth Oval adjacent to the proposed development site. The bin store location is not appropriate within the property frontage and adjacent to the adjoining property. It should be located internally. The building design does not respect nor reference the character of the area, and the development is visually offensive. 	<p>The proposal would not dominate the streetscape or obscure views as the existing building is being retained and the proposal doesn't result in any significant changes to its footprint or height.</p> <p>As the proposal is seeking to upgrade an existing building and the subject site is located within a Mixed Use Built Form Area, the provision of traditional elements of shopfront design are not considered necessary. The upgrades proposed include a variety of colours, materials and finishes, increased landscaping and significant levels of glazing. This ensures that the proposal presents with a cohesive façade and design which will provide visual interest and both active and passive surveillance to the public realm. The modern materials, finishes and design would also be consistent with other contemporary built form in the area.</p> <p>After community consultation finished the proposal was also referred to the Chair of the City's Design Review Panel, who was supportive of the proposal. They stated that the surrounding precinct and visibility of the subject site had been well considered from both site planning and aesthetic points of view. They also stated that the language of the building, detail, colours and materials is in keeping with the convenience store function and that it is transparent and the space planning is logical and functional.</p> <p>Refer to comments below on signage associated with the proposal and it being adjacent to the heritage-listed HBF Park (Perth Oval).</p> <p>The bin store satisfies the acceptable outcomes of the City's Built Form Policy as it is screened from the view of the street and surrounding properties in a timber clad refuse enclosure.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Signage</u></p> <ul style="list-style-type: none"> The signage is enormous, not within the code, and not in keeping with the rest of the area. The pylon sign needs to comply with the height and width provisions as there isn't any basis or need for additional height given the location and that it is an existing service station. The amount of signs are unnecessary given the area (as it isn't competing with other signage on the street), as they are not environmentally-friendly with all the light created and as they won't add anything positive to the area. A 7 metre tall sign for a gas station is unnecessary when there is nothing else is around it. A 7 metre sign displaying fuel prices is unnecessary especially when half of the sign looks to be used for advertising. It is only a metre and a half under the roof height of the neighbouring 3-storey building. Significant concerns with the variations to the Signage Policy requirements. There are multiple signs that do not comply with the policies, due to the number of signs, the style of signage, their sizes, locations, and the percentages of which they exceed policy requirements. The variations to the monolith sign requirements are alarming. The percentage of signage allowed is also exceeded by 1.6% on Brisbane Street and 4.3% on Pier street. Whilst these breaches are not large, the location of the business to be developed is a small area, and with the other variations proposed, the signage will dominate the property and the streetscape. These signs will not be compatible with the existing surrounding land use of the area. The 7 metre tall freestanding monolith sign will block important views and will distract from the heritage-listed Perth Oval adjacent to the property. It being illuminated 24 hours a day will be detrimental to the peace of the neighbourhood, creating light pollution that not only distracts from and blocks the impressive night-time views of Perth, but will also cast light through the doors and windows of adjacent residents' properties. It is not necessary for an excess amount of signage on a business that is not in competition with any other signage in the area nor has any other 24-hour businesses adjacent or nearby. The signage will create visual pollution that will disturb the peace and tranquillity of the area and upset residents. The extent of neon and LED lighting is excessive, which exacerbated by the facility operating 24/7. In particular the 7 metre advertising sign is outside current regulations and can only be designed to attract customers from along nearby streets, particularly along Bulwer Street (thereby increasing traffic flow). 	<p>After community consultation finished the applicant submitted updated plans which reduced the height of the fuel price monolith sign from 7 metres to 6 metres so that it satisfied the height requirements in the City's Signage Policy. They also reduced the signage on the Pier Street façade to be compliant with the Signage Policy, reduced the level of illuminated signage on the Brisbane Street façade and removed the sign on the fuel canopy.</p> <p>These changes ensure that the proposal satisfies the standards of the Signage Policy. The outstanding variations to these standards satisfies the Signage Policy principles as no architectural detailing or important building fabric is obscured, and the level of signage proposed is appropriate to the type of building, the land use and the mixed use nature of the area. The signage would be incorporated into the design and upgrades of the building and site, and has consistent colours, materials and finishes. This creates a cohesive façade and ensures that active and passive surveillance is maximised. The building is set back a minimum of 9 metres from Brisbane Street, ensuring that the signage located on this façade provides an appropriate balance of visibility without dominating the streetscape. The trees proposed in the landscaped areas along the boundaries of Pier Street and Brisbane Street will also assist to soften the appearance of this signage.</p> <p>Refer to comments below on light pollution associated with the signage and the proposal being adjacent to the heritage-listed HBF Park (Perth Oval).</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> The height of the main sign is nearly as high as the roof height of the adjacent building at 18 Brisbane Street and would affect visual amenity from this building. The signage exceeds regulations and is excessive for the size of the development. The size of the signage and illumination thereof will directly impact adjoining residents across Brisbane Street. The signage is not compatible with existing surrounding development and would dominate the streetscape. This level of signage is inappropriate in residential area. No light study has been completed. The monolith signage obscures views from residents across Brisbane Street and is detrimental to them with its size and illumination. The awning signage also faces across Brisbane Street and would be similarly inappropriate. 	
<p><u>Light Pollution</u></p> <ul style="list-style-type: none"> Concerned about the increase in light pollution from the site. The signs proposed will be too bright. The fluorescent light shining brightly will adversely impact the amenity of the apartments across Brisbane Street which have windows and balconies looking directly towards the site. As the premises will be open 24 hours, the light from the service station fuel price sign with its huge advertising display and lights under the canopy will be a lot brighter than currently. This will affect the quiet enjoyment of neighbouring residents, particularly as the apartments in close proximity across Brisbane Street have balconies facing the premises. Lights from cars driving in and out at night if allowed to open 24 hours will also be an issue. The service station is currently operating 24 hours a day with the canopy lights already disrupting the amenity of adjoining residences. The illuminated signage everywhere and the under-canopy lighting, which will operate 24/7, will drastically impact the current night time lit environment and adjoining properties, particularly 18 Brisbane Street where the living areas, main bedrooms and balconies face the service station. This, in addition to the increased vehicular traffic at night with headlights on, will create a night time environment which is incompatible with the requirements of nearby residents. 	<p>After community consultation finished the applicant submitted updated plans which reduced the level of illuminated signage on the Brisbane Street façade and removed the illuminated sign on the fuel canopy.</p> <p>To ensure that the remaining illuminated and digital signage does not detract from the street or the amenity of adjoining properties, a condition has been recommended stating that the signage shall not contain any flashing, intermittent or running lights. It also specifies that the signage should not exceed a standard brightness of 300 candelas per square metre between sunset and sunrise to minimise impacts of lighting at night on the adjoining residential properties. To support this an advice note has been recommended to specify that any lighting proposed on-site should satisfy the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting and be oriented to eliminate disturbance to adjoining properties. The monolith fuel price sign is also orientated so that it faces along Brisbane Street, ensuring that it doesn't face the apartments on the opposite side of Brisbane Street.</p> <p>Lights from vehicle traffic would not have an adverse impact as the fuel refilling points and the access point from Pier Street face east/west away from the adjoining residential properties to the north. The other access point from Brisbane Street is orientated in the same direction as Pier Street towards the north. This means that there is already a night time environment impacted by headlights from vehicle traffic moving north along Pier Street. As vehicles would only face north briefly when exiting the site from Brisbane Street and prior to turning, the proposal would not result in an unacceptable impact of light from vehicle traffic exiting in this direction.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> There is a 9.2% deficit in the requirement of deep soil zones, a 0.2% deficit for the required planting areas and there should be at least two trees planted to cover the five car parking bays. By not meeting the planning requirements, the proposed development is not even attempting to reduce its impact on the local environment or residents. Deep soil areas are vital to the area because not only do they allow trees to grow large, but they also allow the infiltration of stormwater into the ground reducing the likelihood of large puddles and flooding occurring. Trees are required in car parks to reduce the impact that large areas of concrete and bitumen create towards the Urban Heat Island effect. The City has policies to combat this effect as it creates problems which would detrimentally impact the community. Whilst the area of Pier Street across from the proposal has a large number of trees, the site itself has no proposed trees to offset the effect its development will create on the environment with their choice of building materials. The landscaping is lacking, particularly with no trees being proposed, and is not in keeping with the City's strategy and plans. The lack of trees and landscaping at this site is not in keeping with area and work that has gone into greening the area. A large development like this should be required to follow the rules for landscaping. The landscaping is minimal and does not reduce the developments impacts on nearby residents. It does not satisfy the element objectives of the Built Form Policy. 	<p>After community consultation finished the applicant submitted updated plans which increased the amount of deep soil zones and planting areas from 2.8% of the site area to 4.6%. The updated plans also included the addition of nine small trees in these deep soil zones and planting areas.</p> <p>The site is currently a service station and all open space between the existing building and the streets is a hardstand area with no landscaping or trees. The proposed landscaping is a significant improvement over the existing site conditions and has been maximised within the constraints of the site. Opportunities to provide landscaping are limited due to the existing building having nil set backs to the side and rear boundaries, and as the extent of hardstand areas are required to allow sufficient manoeuvring and parking space for cars and service vehicles entering, using and exiting the site. The location and level of the increased landscaping proposed will satisfy the element objectives of the Built Form Policy as it will soften the appearance of the building and parking areas, will contribute to the City's green canopy, and will reduce the impact of the proposal on the street and adjoining properties.</p>
<p><u>Heritage</u></p> <ul style="list-style-type: none"> The proposal will not enhance existing views, nor does it maintain, enhance, or respect the visual prominence of the adjacent Perth Oval. The proposed changes to the property will distract from the Perth Oval, and be in stark contrast to the simplicity of the building that does not use any illuminated signs to advertise its location. Whilst the Perth Oval does have large stadium lights, unlike the illuminated signage proposed, the stadium lights are only illuminated during events and training, and only for a few hours at a time. This amount of illumination is not taxing on the residents nor does it create constant obscuration of the city views. At the stadium directly across the road is a significant heritage structure (Perth Oval entry gates), as outlined in the statement of significance for the site. No thought has been given to this and how the development responds architecturally or aesthetically to this. The architectural merit of this development should be looked at. 	<p>As identified in the heritage listing, Perth Oval is listed for its identified cultural heritage significance. The Heritage Council reviewed the application and advised that this would not be impacted by the proposal.</p> <p>The proposal has also been assessed against the City's Heritage Policy and the acceptable development guidelines for development adjacent to heritage listed places. These guidelines have been satisfied as the proposal does not seek to imitate, replicate or mimic historic architectural styles, and the proposal is clearly distinguishable from the adjacent heritage listed place. As the existing built form of the site is largely being retained, the proposal's scale and mass respects the adjacent heritage place and would not impact existing views and vistas.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> The development, especially the signage and lighting, is objectionable and conflicts with the heritage nature of Perth Oval which is directly opposite. 	<p>After community consultation finished the proposal was also referred to the Chair of the City's Design Review Panel, who was supportive of the proposal. They stated that the proposed façade uses a contemporary language of a convenience store facility and would not detract from the Perth Oval entry gates.</p> <p>Refer to comments above on lighting and signage associated with the proposal.</p>
<p><u>Privacy</u></p> <p>With the addition of lights 24 hours a day, increase in traffic and people, as well there being two car parks next to each other, there will be privacy impacts onto the neighbouring residences on the opposite side of Brisbane Street.</p>	<p>There are existing views from Brisbane Street and the public realm towards the residences on the north side of Brisbane Street. The proposal would not result in an unacceptable impact on privacy considering there are already these existing views.</p>
<p><u>Pollution and Odour</u></p> <ul style="list-style-type: none"> Concerned about the increase in pollution from the increase in usage of the site. Concerned about an increase in litter in the area as a result of the proposal. Concerns with rubbish not being placed in the bins by patrons and being left in the area. Concerns with odour impacts from refuelling cars and venting refuelling the supply tanks. Concerns with odour impacts from food production, rubbish and waste. Other nuisances that would be increased by the proposal include the smell of petroleum products and exhaust fumes past 5:30pm on weekdays and on weekends, fast food smells and increase in waste / rubbish. 	<p>Refer to comments above on anti-social behaviour and the management plan submitted which includes comments on litter and rubbish removal and the site being regularly cleaned.</p> <p>Risk and gaseous emissions (and associated odour impacts) would be addressed by the applicant being required to obtain an amended Dangerous Good Licence from the Department of Mines, Industry, Regulation and Safety (DMIRS) prior to commencing operations. This would be required due to the new operator of the service station and the changes proposed to the site, including replacement of the existing fuel tanks and lines. As outlined earlier in the in the Community Consultation/Advertising section, DMIRS has recommended advice notes to ensure that the proposal satisfies the requirements of the <i>Dangerous Goods Safety (Storage and Handling of Nonexplosives) Regulations 2007</i>.</p> <p>To address odour impacts from food production an advice note has been recommended to state that the food business must comply with the <i>Food Act 2008</i>, <i>Food Regulations 2009</i> and the Australia New Zealand Food Standards Code, and must obtain the necessary food business approvals from the City.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Environmentally Sustainable Design</u></p> <p>Environmentally there hasn't been anything incorporated other than the absolute minimum and thermal insulation 'where possible'. The report states that they 'could' add solar power later and is not a commitment. More should be required, such as adding an electric charging station, helpful community facilities like a bike repair station with bike pump, or a drinking water station to mitigate the negative aspects of fuel being sold.</p>	<p>The applicant has not provided a report to demonstrate that the development will achieve one of the environmental performance standards specified in the City's Built Form Policy. They have stated that due to the size of the site and the existing building being retained and upgraded it is not feasible for a report to be produced. Instead they have outlined a number of elements of environmentally sustainable design that would be incorporated into the proposal, including the adaptive reuse of the existing building, north-facing windows, canopy shading, roofing with low solar absorptance ratings and high efficiency fixtures and fittings. These elements ensure that the proposal would satisfy the elements objectives of the Built Form Policy, particularly as the adaptive reuse of the existing building is the key feature of environmentally sustainable design incorporated.</p>
<p><u>Drainage</u></p> <p>Concerns about impacts from water and insufficient drainage on the road.</p>	<p>Conditions of approval have been recommended requiring stormwater to be contained on site and a geotechnical report to be submitted prior to issue of a building permit to demonstrate this. This will ensure that impacts from water and insufficient drainage will not affect the street.</p>
<p><u>Other</u></p> <ul style="list-style-type: none"> • Concerns that the premises could add a fast food franchise at a later date similar to other locations where the operator has service stations. What is the process and would they need to re-apply for a development application for this. This would only increase further odour impacts, parking issues, Uber eats pickups and anti-social behaviour, adding to the impacts and devaluation of surrounding properties. • There are enough petrol stations in the area, with 11 fuel stations within a rough area of 1.8km. With the advent of electric cars and the phasing out of fossil fuels and internal combustion powered vehicles, it seems odd that anyone would continue to see this as a long-term sustainable industry and would not want to reduce emissions/spills/smells and environmental impacts which are associated with petrol stations. • A fossil fuel facility should not be expanded when it is known that fossil fuels are harmful to the environment and residents. The recognition of this harm is leading to positive changes in our energy mix and phasing out of fossil fuels. Expansion of fossil fuel outlets is not in the best interests of the City's residents. 	<p>A fast food franchise is not proposed and if it was at a later point it would require a separate development application to be submitted.</p> <p>The applicant has stated that when there is a large shift in the electric vehicle market that the bowzers could be replaced with charging stations but this is not feasible at this stage. They also advised that the inclusion of charging stations requires additional power infrastructure which cannot currently be located on site.</p> <p>This is not a relevant planning consideration. Refer to the land use comments above outlining that the Service Station land use was previously approved.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> • A survey should be completed to ensure all development occurring is on the property and that the boundary line is correct. Information should be provided on what is intended for the existing, in-tact boundary fence. • The development will adversely affect the value of surrounding properties, increase resale risk, make properties less desirable to rent and therefore negatively affect investment returns. 	<p>A site survey has been completed and is included in the development plans included as Attachment 2. Boundary fencing is a civil matter under the <i>Dividing Fences Act 1961</i> and concerns should be directed to landowner to be resolved.</p> <p>Effects on property values is not a relevant planning consideration.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

<p>The noise impact study does not consider in detail the noise generated by convenience store patrons 24/7 and associated anti-social behaviour.</p>	
<p><u>Anti-Social Behaviour</u> The development will impact the area immensely. Expansion of the current use to a convenience/food store operating 24 hours a day will increase antisocial behaviours and cause major public safety and litter problems to surrounding areas in particular the HBF park precinct. Many of the problems created by 24 hour services such as McDonald's on Beaufort Street which has attracted litter and antisocial behaviour surrounding Weld Square will be attracted by the premises. An increase in the level of homeless may also be drawn to area as noted around Beaufort Street McDonald's. The proximity of the convenience store selling late night products will encourage more people to sleep in the parks surrounding the stadium. There is already similar 24 hour services on Lord and William Street. This proposed development will draw increased undesirable and antisocial behaviour to a predominantly urban area. A 24 hour convenience/petrol is not what the area needs.</p> <p>There is a risk of anti-social behaviour on nearby streets at late hours as a result of the proposal. It will not add to the benefit of the local community which already has challenges with people experiencing homelessness and drug use in the area.</p> <p>Lacey Street has many young families that reside in the street and the extended hours of the proposal has the potential to bring antisocial behaviour during these times.</p> <p>Concerned that the staffing of 2-3 persons will not be sufficient to manage any anti-social behaviour that spills into the surrounding street.</p> <p>Concerned that the proposal will encourage camping/squatting in the area and the park adjacent, along with anti-social behaviour.</p> <p>The lack of on-street lighting will create poor surveillance and therefore decrease safety for local residents and businesses.</p>	<p>Please see attached Anti-Social Behaviour Management Plan (ASBMP)</p> <p>There is no evidence to suggest that antisocial behaviour will increase. If it does, that is a matter of general policing, and is not a relevant planning consideration.</p> <p>Increase in litter is a questionable submission to make.</p> <p>Homelessness is not a matter to be given consideration.</p> <p>Number of similar services in the area is not a relevant planning consideration.</p> <p>What this area 'needs' is not in the scope of the assessment of an application. The City is required to assess this application, not consider other options.</p> <p>Homelessness and drug use is outside the scope of planning consideration.</p> <p>Refer Anti-Social Behaviour Management Plan.</p> <p>There is absolutely no evidence that there will be an increase in camping/squatting arising from this development.</p> <p>The City of Vincent is responsible for on-street lighting in the area.</p>

<p>There previously used to be significant anti-social behaviour and homeless people in the area which reflected negatively on the local area. As the area has developed over the years and it has constantly improved. Significant concerns that a 24 hour convenience store will create anti-social behaviour issues that there were in the area previously.</p> <p>There are already serious issues with anti-social behaviour and homeless people in area, creating noise impacts, damage and graffiti on neighbouring properties. A 24 hour convenience store and at worst a Hungry Jacks will severely increase these issues and incidents affecting the quiet enjoyment of the area of residents. More people will congregate to the use the toilet or other facilities at the store.</p> <p>Other than CCTV what is the plan to manage antisocial behaviours that will affect neighbours?</p> <p>Having a 24-hour business will increase the night-time foot traffic of inebriated people and anti-social behaviour which is a massive concern for health and safety for the residents of the area.</p> <p>The area around Brisbane and Bulwer Street already has issues with anti-social behaviour of varying types. All of this detracts from the amenity of the area. The proposal will worsen this by attracting more people to the area and the premises after 5:30pm on weekdays and weekends.</p>	<p>There is no evidence that this will be the case.</p> <p>There is no Hungry Jack's proposed.</p> <p>Refer attached ASBMP</p> <p>This is no evidence that this will be the case.</p> <p>The development and use will not detract from the amenity of the area.</p>
<p><u>Land Use</u> The area is largely residential and is well serviced already by other 24/7 facilities. The previous usage was non-obtrusive operating predominantly on weekdays and did not impact the area at night or during the weekends. A 24 hour service station/convenience store is not appropriate for this location due to the close proximity of the AMPOL on the corner of Parry and Lord Street, and given the old Caltex on Bulwer & Beaufort Street is likely to be reopened shortly as a BP. This is an unneeded development that will negatively affect the character and quality of the area.</p>	<p>The number other similar facilities in the area is not a relevant planning consideration. The site is zoned Mixed Use, and the site has a valid planning approval for a service station. The current approval does not restrict hours of operation.</p> <p>The proximity to other fuel facilities is not a relevant planning consideration.</p> <p>The site is already a service station.</p>

<p>There is already high availability of other options for 24/7 convenience stores and service stations in the area, along with the new Woolworths nearby. The proposal will therefore add no value to the community.</p> <p>A 24 hour convenience store is not appropriate in this location as it is not on a main road and has poor street lighting. Also 24 hour stores already exist in the area and there is a Woolworths nearby which is open late.</p> <p>The proposal would affect the quiet and enjoyment of neighbouring residents due to it being open 24 hours, running a convenience store and the possibility of major franchises opening from the premises. The old service station was only open 5½ days per week and closed between 5.30 and 6pm at night and midday Saturday.</p> <p>The service station upgrades are understandable but it should have similar operating hours and conditions to the previous business. This is due to issues of light, additional noise and the additional hours when these noises would occur the late pm/early am, increase in anti-social behaviour is unacceptable. More passive issues of brightness all night from the canopy, the massive sign and food smells from the premises would be also be an issue. These would devalue neighbouring properties and impose significant costs due to the need for double glazing and blinds to reduce noise and light impacts.</p> <p>Brisbane Street is not a main road or thoroughfare so there is no need for a 24-hour convenience store and service station. This is especially the case when 100 metres away there is a Woolworths open till 9:00pm at night. Not being a thoroughfare also increases noise to nearby residents as cars cannot exit from the other end of Brisbane Street.</p>	<p>There is no possibility of major franchises operating from the facility. Anything like that would require a separate planning approval.</p> <p>The current approval has no conditions restricting the operating hours.</p> <p>The devaluing of property is not a relevant planning consideration.</p> <p>This is not a relevant planning consideration.</p>
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<p>There exists in the vicinity ample late night service station outlets and convenience stores without introducing another one. This does nothing to enhance the area's amenities but rather adversely impacts nearby residences. For example there is a Woolworths located 100 metres away which is open to 9pm and there are already 11 fuel stations within a 2 kilometre radius, including a 24 hour Ampol (and convenience store) nearby on Lord Street.</p> <p>The service station should stay at standard hours as this doesn't interfere with the residential nature of the street. The service station is not compatible with the residential uses in the area.</p> <p>With Northbridge under a kilometre away and the new Woolworths 100 metres away another convenience store is unnecessary.</p> <p>The area is pedestrian heavy, surrounded by 40km/h zones, with the Woolworths now adding to foot traffic through the neighbouring streets. The addition of a petrol station is in conflict with this, particularly across from a stadium where patrons are expected to take public transport to avoid congestion. It is also an area where there are increasingly tighter traffic controls, and residents are also being encouraged to reduce their use of vehicles. A business that caters to the needs of the area would be better suited to the property.</p> <p>Approving a 24/7 outlet will impact all surrounding properties and particularly the residential properties. This would be due to increased traffic, antisocial behaviour and noise, and the litter left on neighbouring properties which is already an issue after events at HBF Park.</p> <p>The conclusion of the report is about the development is adding services to the community. This is far-fetched considering that there was already a service station at the site, that there are another three in close proximity, and that there is a new Woolworths and many cafes around.</p>	<p>This is not a relevant planning consideration.</p> <p>Service station standard hours is 24/7. There are many examples of 24/7 service stations adjacent to residential areas.</p> <p>Not relevant.</p> <p>Considering a business that may be better suited to the site is not a relevant consideration.</p> <p>There will be no significant increase in traffic arising from this application. Litter associated with the proposed development is questioned.</p>
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<p>The development directly conflicts with the City's Local Planning Scheme No.2 objectives for the Mixed Use Zone, which should not allow a development like this that will generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.</p> <p>The proposal does not satisfy many of the zone objectives of Local Planning Scheme No.2. The proposed changes to the site will cause, obstructions to the views of the city that many residents currently enjoy, an increase of day-time traffic to the area, mainly to Brisbane and Pier streets, an increase in night-time vehicle and foot traffic to the area, increase of noise and light pollution and an increase in crime in the area.</p>	<p>The proposed development is for a use that is already authorised, and is capable of approval in the Mixed Use zone in any event.</p> <p>How will views of the city be obstructed? There is no evidence to suggest this.</p>
<p><u>Car Parking</u> They do not have enough car parking bays on the application. Car parking is already a major issue on Brisbane Street due to the high capacity and number of events at the stadium and the recent reduction in parking locations on Bulwer Street due to the bike lane addition. The mid-sized Woolworths opening close by also changed all the times of free parking from 6 hours to 4 hours to now 2 hours. Parking availability is becoming untenable in the area and will worsen with the proposal.</p> <p>Concerns with impacts on street parking and question whether there any changes proposed for parking signs on Brisbane Street, where clients, staff and suppliers for neighbouring businesses often park for brief periods.</p> <p>The development will attract additional cars to Brisbane Street which is not welcome, especially at night. This will only exacerbate existing problems with parking on Brisbane and Bulwer Street.</p> <p>The disabled parking rules should be following for the development.</p> <p>Five car parking bays is excessive and will result in more traffic and more noise to nearby to nearby residents, especially given this is designed to attract customers 24/7.</p>	<p>The City's Local Planning Policy (Non-Residential Development Parking Requirements) does not have a car parking requirement for the Service Station land use.</p> <p>It is not envisaged the car parking availability/unavailability in the locality will be affected by the proposed development.</p> <p>There will be no change to on-street parking with this development.</p> <p>Some submissions say that the development does not have enough parking, and this submission that five parking bays is excessive. The proposed parking is considered to be adequate (not excessive nor not enough).</p>

<p><u>Bike Parking</u> A large development like this should be required to have bike racks.</p> <p>There is no bike parking proposed. The development should not be allowed without having bike parking considering the recent bicycle path upgrades in the area.</p>	<p>Bike racks have been added to the development plans – refer attached amended plans.</p>																
<p><u>Traffic</u> Concerned about the increase in traffic in the area from the increase in usage of the site.</p> <p>The corner that the service station is on is dangerous enough without the introduction of heavier traffic (even more than the Woolworths has added) and more visual distractions from increased signage and heavily illuminated structures.</p> <p>When the stadium has events the surrounding streets are closed off and covered in pedestrians. There are associated consequences from this due to conflict of drivers and pedestrians, and patrons not being able to access the service station. The previous station was not 24 hours and was primarily a mechanics garage, opposed to a petrol station with more bowzers and traffic.</p> <p>The convenience store will increase foot traffic around the area, which may be detrimental to the safety of residents and businesses. Brisbane and Pier Street are low traffic areas and the traffic increase will create more strain on the roundabout on Bulwer Street which already has issues daily with drivers just avoiding accidents.</p> <p>The streets that service this business are also often shut down during events at the HBF Park, this could cause issues with traffic, especially if people requiring fuel are not aware that these streets are closed during these times and therefore have to turn around, causing hindrance and possible danger to the residents and the increased number of pedestrians that occur during these events.</p> <p>Brisbane Street is a relatively quiet street due to there being no through traffic. It is even quieter on evenings and on weekends. Concerns that the proposal will increase traffic</p>	<p>Traffic management has been addressed in the Transport Impact Statement prepared in support of the application.</p> <p>No safety issues have been raised by the traffic consultant or the City's engineers.</p> <p>HBF Stadium events are not regular, every day events.</p> <p>There are no more bowzers proposed than what existed before.</p> <p>If there is an increase in foot traffic, then it would only be marginal. It is not clear how this will be detrimental to safety of residents and businesses. Is it suggested that those walking are criminals that threaten the safety of residents and businesses? I wouldn't have thought so.</p> <p>There will be no significant increase in vehicular traffic, as set out in the transport impact statement (Table 1), below.</p> <p style="text-align: center;">Table 1: Trip generation comparison table</p> <table border="1" data-bbox="1061 1018 1843 1193"> <thead> <tr> <th></th> <th>Existing Development</th> <th>Proposed Redevelopment</th> <th>Net Increase</th> </tr> </thead> <tbody> <tr> <td>Weekday Daily</td> <td style="text-align: center;">822</td> <td style="text-align: center;">1028</td> <td style="text-align: center;">+206</td> </tr> <tr> <td>Weekday AM Peak Hour</td> <td style="text-align: center;">50</td> <td style="text-align: center;">63</td> <td style="text-align: center;">+13</td> </tr> <tr> <td>Weekday PM Peak Hour</td> <td style="text-align: center;">56</td> <td style="text-align: center;">70</td> <td style="text-align: center;">+14</td> </tr> </tbody> </table>		Existing Development	Proposed Redevelopment	Net Increase	Weekday Daily	822	1028	+206	Weekday AM Peak Hour	50	63	+13	Weekday PM Peak Hour	56	70	+14
	Existing Development	Proposed Redevelopment	Net Increase														
Weekday Daily	822	1028	+206														
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Built Form

The proposal uses unacceptable wall materials and structures while proposing light fixtures and signage exceeding council regulations by almost 50% of the set limits (in many instances). The illumination and built form would adversely impact on the character of the area and the street, where there are views to the City skyline, federation buildings and large Moreton Bay Figs. The development would dominate the streetscape and obscure views, especially at night-time due to it operating 24 hrs a day. The current structure at least has the art-deco style to contribute to the aesthetic of the surrounding buildings.

Whilst there has been a petrol station at the property since the 1980s, the building itself was not dominating the streetscape with excess signage nor has it blocked the views of Perth. The existing building's design included curves that matched the shape of the federation style bullnose verandas along Pier Street, helping the building to blend in with the local architecture, rather than dominating the streetscape as this development will do.

The plans provide limited information to imply that the petrol station will comply with the Façade Design requirements of the Built Form Policy. The development is going to be using a form of building that should be minimised within the City. The building will also not comply with the element objectives of the Built Form Policy, and a building with a facade that does not comply with the regulations will not match with other modern buildings around the area, and will be in stark contrast to the older buildings, some of which are over 100 years old. An overly modern building, with a great amount of glazing, will not be respectful of the streetscape when viewed from the public realm and will not be complimentary of the heritage-listed Perth Oval adjacent to the proposed development site.

The bin store location is not appropriate within the property frontage and adjacent to the adjoining property. It should be located internally.

The building design does not respect nor reference the character of the area, and the development is visually offensive.

It is not apparent how the development will block views of Perth. From where? The development is a single storey development. The 3D renders supplied indicate that views to the City will not be obstructed.



The building already exists. The proposal seeks to upgrade the building only.

Yes the development may be in stark contrast to older buildings (some of which are over 100 years old), but that is OK. Developing a style that mimics heritage buildings is not appropriate and actually goes against the principles of heritage protection.

The Heritage Council was referred the application and has not objected to the proposed development.

The City's Design Review Panel provided supportive comments.

The bin store is appropriately located and is really the only location possible given that the existing building is being retained, canopy location and bowsers are generally in the same location, and existing crossovers are being retained.

The building design should not reference or mimic heritage character. We do not believe the development is visually offensive.

<p><u>Signage</u> The signage is enormous, not within the code, and not in keeping with the rest of the area. The pylon sign needs to comply with the height and width provisions as there isn't any basis or need for additional height given the location and that it is an existing service station. The amount of signs are unnecessary given the area (as it isn't competing with other signage on the street), as they are not environmentally-friendly with all the light created and as they won't add anything positive to the area.</p> <p>A 7 metre tall sign for a gas station is unnecessary when there is nothing else is around it.</p> <p>A 7 metre sign displaying fuel prices is unnecessary especially when half of the sign looks to be used for advertising. It is only a metre and a half under the roof height of the neighbouring 3-storey building.</p> <p>Significant concerns with the variations to the Signage Policy requirements. There are multiple signs that do not comply with the policies, due to the number of signs, the style of signage, their sizes, locations, and the percentages of which they exceed policy requirements. The variations to the monolith sign requirements are alarming. The percentage of signage allowed is also exceeded by 1.6% on Brisbane Street and 4.3% on Pier street. Whilst these breaches are not large, the location of the business to be developed is a small area, and with the other variations proposed, the signage will dominate the property and the streetscape. These signs will not be compatible with the existing surrounding land use of the area. The 7 metre tall freestanding monolith sign will block important views and will distract from the heritage-listed Perth Oval adjacent to the property. It being illuminated 24 hours a day will be detrimental to the peace of the neighbourhood, creating light pollution that not only distracts from and blocks the impressive night-time views of Perth, but will also cast light through the doors and windows of adjacent residents' properties. It is not necessary for an excess amount of signage on a business that is not in competition with any other signage in the area nor has any other 24-hour businesses adjacent or nearby. The signage will create visual pollution that will disturb the peace and tranquillity of the area and upset residents.</p>	<p>Only a minor variation to the City's Signage Policy is sought. A Monolith Sign is permitted to 6m in height and 2m in width. The proposed sign is 7m in height and 2.3m in width. The policy actually allows one monolith per lot frontage, so two monolith signs at 6m height each could be proposed and would comply with the Policy. However, only one monolith sign is being sought, and therefore, the minor height variation is considered to be appropriate.</p> <p>Signage has been amended as follows:</p> <ul style="list-style-type: none"> • Signage element S1/S2 has been changed by omitting the second hand-painted, non-illuminated coffee cup image, so that the image will appear only on the north-east (Brisbane Street) elevation and not the south-east (Pier Street) elevation. • Signage element 3 ("OTR Pier Street", above the entrance) has been changed from illuminated letters to non-illuminated letters. • The corporate logo lightbox ("OTR") to the fascia of the fuel canopy on its north-eastern elevation, as shown in the previous elevations, has now been removed. <p>Refer above response.</p> <p>The application was referred to the Heritage Council which has no objection to what is being proposed.</p>
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<p>The extent of neon and LED lighting is excessive, which exacerbated by the facility operating 24/7. In particular the 7 metre advertising sign is outside current regulations and can only be designed to attract customers from along nearby streets, particularly along Bulwer Street (thereby increasing traffic flow).</p> <p>The height of the main sign is nearly as high as the roof height of the adjacent building at 18 Brisbane Street and would affect visual amenity from this building.</p> <p>The signage exceeds regulations and is excessive for the size of the development. The size of the signage and illumination thereof will directly impact adjoining residents across Brisbane Street. The signage is not compatible with existing surrounding development and would dominate the streetscape. This level of signage is inappropriate in residential area. No light study has been completed.</p> <p>The monolith signage obscures views from residents across Brisbane Street and is detrimental to them with its size and illumination. The awning signage also faces across Brisbane Street and would be similarly inappropriate.</p>	
<p><u>Light Pollution</u> Concerned about the increase in light pollution from the site.</p> <p>The signs proposed will be too bright. The fluorescent light shining brightly will adversely impact the amenity of the apartments across Brisbane Street which have windows and balconies looking directly towards the site.</p>	<p>Illumination levels of signage will be in accordance with normal policy requirements for various parts of the day and could be conditioned accordingly. A condition is commonly placed on service station approvals that include illumination levels as follows:</p> <ul style="list-style-type: none"> -Daytime – 6000cd/m2 -Dawn/Dusk – 600cd/m2 -Night – 300cd/m2

<p>As the premises will be open 24 hours, the light from the service station fuel price sign with its huge advertising display and lights under the canopy will be a lot brighter than currently. This will affect the quiet enjoyment of neighbouring residents, particularly as the apartments in close proximity across Brisbane Street have balconies facing the premises. Lights from cars driving in and out at night if allowed to open 24 hours will also be an issue.</p> <p>The service station is currently operating 24 hours a day with the canopy lights already disrupting the amenity of adjoining residences.</p> <p>The illuminated signage everywhere and the under-canopy lighting, which will operate 24/7, will drastically impact the current night time lit environment and adjoining properties, particularly 18 Brisbane Street where the living areas, main bedrooms and balconies face the service station. This, in addition to the increased vehicular traffic at night with headlights on, will create a night time environment which is incompatible with the requirements of nearby residents.</p>	<p>The development is required to comply with <i>AS/NZS 4282:2019 Control of Obtrusive Effects of Outdoor Lighting</i> and a condition of planning approval could be included to address this, requiring the application to demonstrate compliance.</p>
<p><u>Landscaping</u></p> <p>There is a 9.2% deficit in the requirement of deep soil zones, a 0.2% deficit for the required planting areas and there should be at least two trees planted to cover the five car parking bays. By not meeting the planning requirements, the proposed development is not even attempting to reduce its impact on the local environment or residents. Deep soil areas are vital to the area because not only do they allow trees to grow large, but they also allow the infiltration of stormwater into the ground reducing the likelihood of large puddles and flooding occurring. Trees are required in car parks to reduce the impact that large areas of concrete and bitumen create towards the Urban Heat Island effect. The City has policies to combat this effect as it creates problems which would detrimentally impact the community. Whilst the area of Pier Street across from the proposal has a large number of trees, the site itself has no proposed trees to offset the effect its development will create on the environment with their choice of building materials.</p>	<p>The application is not for a complete redevelopment. It is a renovation of an existing facility. Therefore, it is not appropriate to apply the standard landscaping requirements.</p> <p>Within the constraints of the site, the existing fuel canopy and building footprints and the requirements for car parking, the extent of landscaped open space shown on the Site Plan is the maximum that can feasibly be provided. A consolidated landscaping area to the corner of the site and along the entire length of the Brisbane Street frontage (excluding the crossover) will significantly soften the interface of the site with the surrounding streets and is a material improvement over current conditions, which include no landscaped open space at all.</p>

<p>The landscaping is lacking, particularly with no trees being proposed, and is not in keeping with the City's strategy and plans. The lack of trees and landscaping at this site is not in keeping with area and work that has gone into greening the area. A large development like this should be required to follow the rules for landscaping.</p> <p>The landscaping is minimal and does not reduce the developments impacts on nearby residents. It does not satisfy the element objectives of the Built Form Policy.</p>	<p>This is not a new development.</p>
<p><u>Heritage</u> The proposal will not enhance existing views, nor does it maintain, enhance, or respect the visual prominence of the adjacent Perth Oval. The proposed changes to the property will distract from the Perth Oval, and be in stark contrast to the simplicity of the building that does not use any illuminated signs to advertise its location. Whilst the Perth Oval does have large stadium lights, unlike the illuminated signage proposed, the stadium lights are only illuminated during events and training, and only for a few hours at a time. This amount of illumination is not taxing on the residents nor does it create constant obscuration of the city views.</p> <p>At the stadium directly across the road is a significant heritage structure (Perth Oval entry gates), as outlined in the statement of significance for the site. No thought has been given to this and how the development responds architecturally or aesthetically to this. The architectural merit of this development should be looked at.</p> <p>The development, especially the signage and lighting, is objectionable and conflicts with the heritage nature of Perth Oval which is directly opposite.</p>	<p>The Heritage Council has been referred the application and it has no objection to the proposed development.</p>

<p><u>Privacy</u> With the addition of lights 24 hours a day, increase in traffic and people, as well there being two car parks next to each other, there will be privacy impacts onto the neighbouring residences on the opposite side of Brisbane Street.</p>	<p>The area is an inner city, Mixed Use zone, which envisages a mix of uses, day and night. It is not appropriate to expect a pristine amenity and complete peace and quiet, or total privacy.</p>
<p><u>Pollution</u> Concerned about the increase in pollution from the increase in usage of the site.</p> <p>Concerned about an increase in litter in the area as a result of the proposal.</p> <p>Concerns with rubbish not being placed in the bins by patrons and being left in the area.</p>	<p>It would be expected, like any business or development, that patrons use the bin facilities provided.</p> <p>It would be expected, like any business or development, that patrons use the bin facilities provided.</p>
<p><u>Odour</u> Concerns with odour impacts from refuelling cars and venting refuelling the supply tanks. Concerns with odour impacts from food production, rubbish and waste.</p> <p>Other nuisances that would be increased by the proposal include the smell of petroleum products and exhaust fumes past 5:30pm on weekdays and on weekends, fast food smells and increase in waste / rubbish.</p>	<p>This practice already occurs, and the site is not adjacent to any residential property.</p>
<p><u>Environmentally Sustainable Design</u> Environmentally there hasn't been anything incorporated other than the absolute minimum and thermal insulation 'where possible'. The report states that they 'could' add solar power later and is not a commitment. More should be required, such as adding an electric charging station, helpful community facilities like a bike repair station with bike pump, or a drinking water station to mitigate the negative aspects of the fuel being sold.</p>	<p>If and when there is a large shift in the EV market, bowsers can be replaced with charging stations. It is not feasible at this time to provide electric vehicle charging, although the proponent is constantly assessing the feasibility of offering this service and future conditions may allow for it to be installed. The inclusion of EV charging stations requires additional power infrastructure which cannot currently be located on the site.</p>
<p><u>Stormwater and Drainage</u> Concerns about impacts from water and insufficient drainage on the road.</p>	<p>Drainage of roads is a matter for the City.</p> <p>Drainage plans have been prepared – refer attached.</p>

<p><u>Other</u></p> <p>Concerns that the premises could add a fast food franchise at a later date similar to other locations where the operator has service stations. What is the process and would they need to re-apply for a development application for this. This would only increase further odour impacts, parking issues, Uber eats pickups and anti-social behaviour, adding to the impacts and devaluation of surrounding properties.</p> <p>There are enough petrol stations in the area, with 11 fuel stations within a rough area of 1.8km. With the advent of electric cars and the phasing out of fossil fuels and internal combustion powered vehicles, it seems odd that anyone would continue to see this as a long-term sustainable industry and would not want to reduce emissions/spills/smells and environmental impacts which are associated with petrol stations.</p> <p>A fossil fuel facility should not be expanded when it is know that fossil fuels are harmful to the environment and residents. The recognition of this harm is leading to positive changes in our energy mix and phasing out of fossil fuels. Expansion of fossil fuel outlets is not in the best interests of the City's residents.</p> <p>A survey should be completed to ensure all development occurring is on the property and that the boundary line is correct. Information should be provided on what is intended for the existing, in-tact boundary fence.</p> <p>The development will adversely affect the value of surrounding properties, increase resale risk, make properties less desirable to rent and therefore negatively affect investment returns.</p>	<p>This is not proposed and would be subject to a separate application in any event.</p> <p>Not a relevant planning consideration.</p> <p>If and when there is a large shift in the EV market, bowsers can be replaced with charging stations. It is not feasible at this time to provide electric vehicle charging, although the proponent is constantly assessing the feasibility of offering this service and future conditions may allow for it to be installed. The inclusion of EV charging stations requires additional power infrastructure which cannot currently be located on the site.</p> <p>This is irrelevant.</p> <p>A feature survey has been prepared and a land amalgamation application completed.</p> <p>Effect on value of property is not a relevant planning consideration.</p>
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REVERBERATE
CONSULTING

COMMENTS	RESPONSE
<p>Concerns about noise as this part of Brisbane Street is very quiet after about 6.30-7.00pm on weekdays and on the weekends. There are very few customers to the current service station after 6.30pm and on weekends. Noise has already become an issue with several new factors since OTR has taken possession, including fuel tankers filling up at times between 12am and 2am in the morning. Large vehicles like these create excessive noise, including air brakes when stopping, reverse beepers backing out, banging and clanging of metal fuel tank fillers on the ground and truck, and general mechanical noise during refuelling. This was something previously completed during the day to not cause nuisance at night or in early hours of the morning. Concerns with noise associated from cars filling up at late at night or on the weekends, and from any associated anti-social behaviour.</p>	<p>The service station appears to be currently operating under its existing approval, including no restrictions to night-time activities.</p> <p>Were the OTR service station application to be approved they would operate under their new Noise Management Plan, including no night-time fuel or general deliveries</p>
<p>Operating 24 hours naturally increases noise pollution, including noise from cars filling up at night or on weekends, noise from people using the site, noise from car doors opening and closing, noise from car alarms being turned on and off. None of this is compatible with the quiet enjoyment which should be enjoyed by neighbouring residents at night.</p>	<p>The noise emission from service station and activities has been reviewed and assessed under the provisions of the Environmental Protection (Noise) Regulations 1997 and the Environmental Protection Act 1986.</p> <p>These noise emissions have been found to be compliant with the legislation and therefore acceptable</p>
<p>Concerned about the increase in noise from the increase in usage of the site.</p>	<p>The noise emission from service station and activities has been reviewed and assessed under the provisions of the Environmental Protection (Noise) Regulations 1997 and the Environmental Protection Act 1986.</p> <p>These noise emissions have been found to be compliant with the legislation and therefore acceptable</p>
<p>Concerns about noise as there is already a higher level of noise between the hours of 21:00 and 6:00 daily due to the current premises already being open 24/7.</p>	<p>The service station appears to be currently operating under its existing approval, including no restrictions to night-time activities.</p> <p>Were the OTR service station application to be approved they would operate under their new Noise Management Plan, including no night-time fuel or general deliveries</p>

Reference: P191058LT1.docm

The noise 24 hours is far from ideal, and will disturb the surrounding residences.	The noise emission from service station and activities has been reviewed and assessed under the provisions of the Environmental Protection (Noise) Regulations 1997 and the Environmental Protection Act 1986. These noise emissions have been found to be compliant with the legislation and therefore acceptable
The noise assessment is noted, but there will be massive impact to the adjoining properties if there is a lot of noise from machinery.	The noise emission from service station and activities has been reviewed and assessed under the provisions of the Environmental Protection (Noise) Regulations 1997 and the Environmental Protection Act 1986. These noise emissions have been found to be compliant with the legislation and therefore acceptable
The noise impact study does not consider in detail the noise generated by convenience store patrons 24/7 and associated anti-social behaviour.	The noise emission from service station and activities has been reviewed and assessed under the provisions of the Environmental Protection (Noise) Regulations 1997 and the Environmental Protection Act 1986. These noise emissions have been found to be compliant with the legislation and therefore acceptable Furthermore, antisocial behaviour is not welcomed by the operators of the service station. It risks the safety of the staff and customers on site. The management plans for the service station include measures to reduce such behaviour at their sites.

Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws;
2. If the development the subject of this approval is not substantially commenced within a period of two years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect;
3. A further two years is added to the date by which the development shall be substantially commenced, pursuant to Schedule 4, Clause 4.2 of the Clause 78H Notice of Exemption from Planning Requirements During State of Emergency signed by the Minister for Planning on 8 April 2020;
4. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination;
5. The food business must comply with the *Food Act 2008*, *Food Regulations 2009* and the Australia New Zealand Food Standards Code. The applicant must register with the City's Health Services prior to operation of the food business. Please contact Health Services on 9273 000 to discuss the requirements further with an Environmental Health Officer;
6. The owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls;
7. An Infrastructure Protection Bond together with a non-refundable inspection fee shall be lodged with the City by the applicant, prior to the commencement of works, and will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the bond shall be made in writing. The bond is non-transferable;
8. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve;
9. The City encourages landscaping methods and species selection which do not rely on reticulation;
10. The proposed redevelopment to the existing service station must meet the requirements of the Dangerous Goods Safety (Storage and Handling of Nonexplosives) Regulations 2007 and the relevant codes of practice (Department of Mines, Industry Regulation and Safety);
11. Any new Underground Petroleum Storages (UPS) system must be installed and commissioned in compliance with the requirements of the Regulation 62 of the Dangerous Goods Safety (Storage and Handling of Non-explosives) Regulations 2007 and consequently the AS 4897 The design, installation and operation of underground petroleum storage systems (Department of Mines, Industry Regulation and Safety);
12. All disused Underground Petroleum Storages should be removed for disposal off-site in compliance with the requirements of approved code of practice AS 4976 *The Removal and Disposal of Underground Petroleum Storage Tanks* by qualified and experienced specialists. Prior to decommissioning works proceeding, the operator should ensure documented work instructions and all relevant work permits have been issued to the contractor (Department of Mines, Industry Regulation and Safety);

Determination Advice Notes:

13. An appropriate health, safety and environment management plan should be prepared to address the risks associated with potential exposure of soil and groundwater contamination during ground and/or groundwater disturbing works. If dewatering is required, dewatering effluent should not be discharged into the environment, which includes the stormwater system (Department of Water and Environmental Regulation);
14. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. <https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69acidsulfatesoils-guidelines>. If dewatering is required then pH, total acidity and alkalinity should be monitored frequently during the dewatering program to ensure that acidification is not taking place (Department of Water and Environmental Regulation);
15. Consultation concerning the use, storage, disposal and special ventilation requirements for hazardous, toxic, ionising or non-ionising material or equipment to be directed to the Department of Mines, Industry Regulation and Safety;
16. Lighting to be designed in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) and shall be internally directed to not overspill into nearby lots. All floodlights shall be oriented and hooded to eliminate disturbance to occupants on the surrounding properties;
17. In accordance with the City of Vincent Health Local Law 2004 and requirements of the *Local Government Act 1995* (s.3.25) all stormwater shall discharge clear of the building(s) and disposal must not cause erosion, corrosion, or other defects as a result of the method of disposal. If these are likely to occur, then disposal must be into sealed impervious drains, which shall empty into a soakwell (to be located a minimum of 1.8 metres from footings and boundary fences), or other suitable stormwater scheme. If discharge of water is to surface, it shall not be allowed to flow to adjoining property (publicly or privately owned);
18. No further consideration shall be given to the disposal of stormwater 'offsite' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'offsite' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings;
19. All mechanical devices/installations (i.e. roller doors, air conditioners, exhaust outlets, pool pumps, compressors etc), to be located in a position that will not result in the emission of unreasonable noise, in accordance with the *Environmental Protection Act 1986 and Environmental Protection (Noise) Regulations 1997*;
20. Detailed plans of site works, including identification of pavement type, drainage, parking layout and proposed finished levels, shall be included in the building permit application working drawings. This should demonstrate the northern car parking bays being modified to have barrier kerbing instead of overhang kerbing to protect pedestrians. It should also provide the SPELL treatment unit specification;
21. The existing drainage system is not connected to a stormwater treatment system. Fuel stations generate hydrocarbons and straight run-off (without treating hydrocarbons) which can cause groundwater contamination. Part of the stormwater upgrade should include a hydrocarbon treatment unit to minimise groundwater contamination. This should be discussed with the Department of Water and Environment Regulation and the Department of Mines, Industry, Regulation and Safety. It should be noted that discharge from this treatment system or unit into the City's reserve is not permitted; and
22. A Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site.